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4 1 of 2 (pt. 2)

4/28/87

PROPOSAL

to

PACIFIC FLEET BATTLESHIP HOMEPORTING TEAM

Submitted by

MAYOR DIANNE FEINSTEIN

and

THE MAYOR'S HOMEPORTING TASK FORCE

CITY AND COUNTY OF SAN FRANCISCO

September 13, 1984

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OFFICE OF THE MAYOR
SAN FRANCISCO



DIANNE FEINSTEIN

September 13, 1984

The Honorable John F. Lehman, Jr.
Department of the Navy
The Pentagon, Room 4E685
Washington, D.C. 20360

Dear Mr. Secretary:

I am pleased to present to the United States Navy the enclosed proposal for homeporting a Surface Action Group in San Francisco.

On August 9, 1984, I appointed a Surface Action Group Homeporting Task Force to review the Navy's requirements and to recommend a program for meeting them. The Task Force reviewed every option available within San Francisco for the berthing of a Surface Action Group. Their conclusion, and one that I strongly endorse, is to recommend to you the use of a portion of the Hunters Point Shipyard for a Surface Action Group Naval Station.

You will find from reviewing the proposal that San Francisco Bay generally, and Hunters Point specifically meets all the requirements and specifications set forth by your Pacific Fleet Battleship Homeporting Team. Acreage in excess of that required for the naval station exists and is under Navy ownership at Hunters Point. This facility is serviced by all necessary utilities, freeways, public transportation, ship repair facilities, and support services. Additional land is available on site to accommodate the construction of up to 3,600 units of housing - housing which can be built and operated by the private sector working cooperatively with the Navy. And, without a doubt, the quality of life in the San Francisco Bay Area is unmatched.

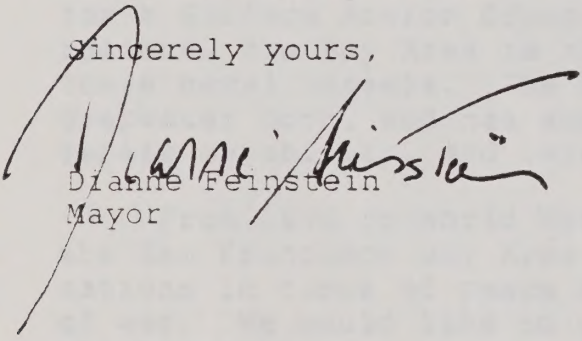
Should you wisely select San Francisco, you may be assured that the same warmth and friendliness which San Francisco has shown to the tens of thousands of officers and enlisted personnel who have participated in the City's Fleet Week programs will be shown to the men and women of the Surface Action Group.

The Honorable John F. Lehman, Jr.
Department of the Navy
September 13, 1984
Page 2

I am prepared to sit down with your representatives here or in Washington to discuss in detail this proposal and any mutually agreeable modifications which could allow San Francisco to better meet the Navy's needs. I am confident that a final agreement will receive any necessary support from all branches of our local and State governments.

I will enthusiastically recommend this proposal, and should San Francisco be designated as the preferred site, work vigorously to accomplish all the goals set forth in this proposal. Every effort will be made to show the Navy and the Nation our desire to warmly welcome this significant increase in Naval presence to the City and County of San Francisco.

Sincerely yours,



Dianne Feinstein
Mayor

Congress of the United States

House of Representatives

Washington, D.C. 20515

September 17, 1984

The Honorable John F. Lehman, Jr.
Department of the Navy
The Pentagon
Washington, DC 20360

Dear Mr. Secretary:

We are pleased to learn that the San Francisco Bay Area has been selected as one of the several potential homeports for a Surface Action Group. For both strategic and economic reasons, the Bay Area is the most appropriate location for these naval vessels. The Bay Area provides the world's finest deepwater port, and has ample berthing space, a strong ship repair capability, and large, highly skilled workforce.

From 1840 to World War II, the presence of the fleet in the San Francisco Bay Area served as a deterrent to hostile nations in times of peace and a critical repair base in times of war. We would like to assure future strategic capacity in the Bay Area.

We wish to join the strong show of civic, labor and business support embodied in the proposal presented to you by the local Task Force. The proposal prepared for your consideration details at length the benefits to both the area and the U.S. Navy of an affirmative decision. You will find that all of the berthing and much of the infrastructure facilities already exist at the Hunters Point facility, avoiding the expenditure of tens and even hundreds of millions of dollars for military construction funds in other homeport sites under consideration. More significantly, it offers berthing space well beyond the Surface Action Group requirements that will permit future cost avoidance as the fleet expands.

The records of on-time, high quality ship repair work in the Bay Area speak for themselves. You will find a generous offer from the local task force to meet all of your housing needs as well as substantial improvements in transportation access, public protection and utilities services to assist in the reactivation of the Hunters Point facility. Needless to say, the cultural and recreational amenities offered by Northern California provide a quality of life second to none.

Furthermore, we are well aware of the Navy's excellent safety record in handling nuclear materials. We understand that if any nuclear weapons are carried by the Missouri or its Surface

Report of the Board of Directors of the Company for the Year 1914

January 1, 1915

The Board of Directors of the Company has the honor to acknowledge the receipt of the report of the Management for the year 1914, and to express its appreciation for the excellent results achieved during the year.

The Management has shown a marked increase in the volume of business, and has maintained a high standard of efficiency and economy. The results of the year are most satisfactory, and the Board is confident that the Company is well positioned for the future.

The Board has also received the report of the Audit Committee, which has found the accounts of the Company to be correct and in accordance with the principles of good accounting.

The Board has also received the report of the Finance Committee, which has found the financial position of the Company to be strong and sound. The Board is confident that the Company is well equipped to meet the challenges of the future.


The Board has also received the report of the Executive Committee, which has found the management of the Company to be efficient and effective. The Board is confident that the Company is well managed and is well positioned for the future.

The Board has also received the report of the Legal Committee, which has found the legal position of the Company to be sound and satisfactory. The Board is confident that the Company is well protected by the law.

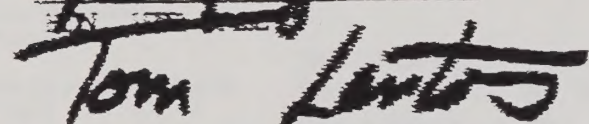
Action Group they will not be activated while the ship is in port.

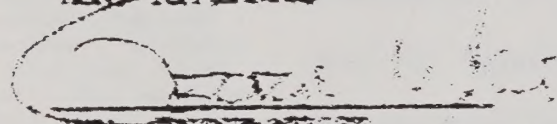
We are anxious to help welcome the Surface Action Group to the San Francisco Bay and encourage your most serious attention to this important proposal.


Sincerely,

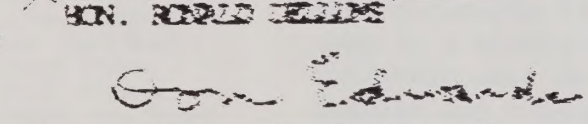

HON. BARBARA BOXER

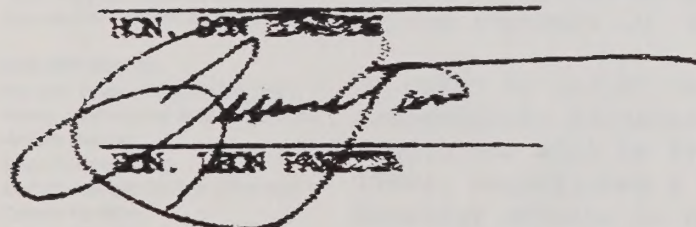

HON. TOM LANTOS

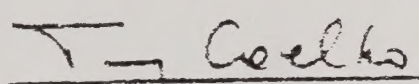

HON. TOM LANTOS

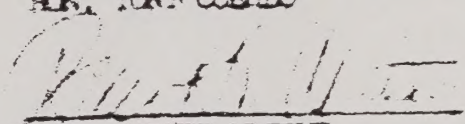

HON. DON EDWARDS

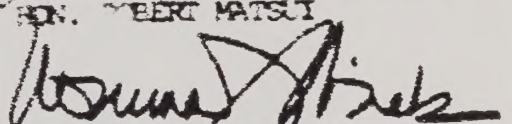

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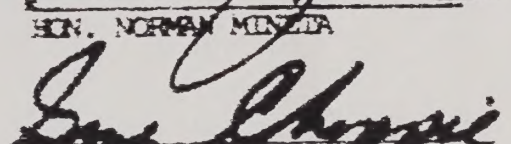

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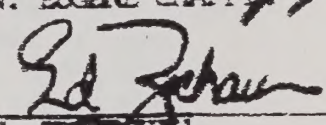

HON. LEON PANETTA

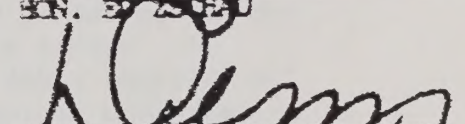

HON. TONY COELHO

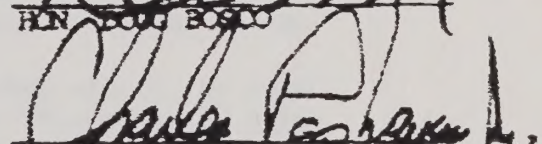

HON. ALBERT MATSUI

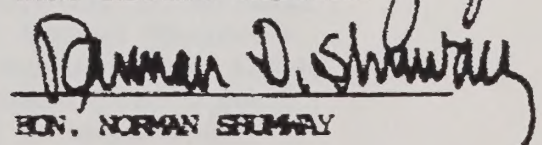

HON. NORMAN MINETA

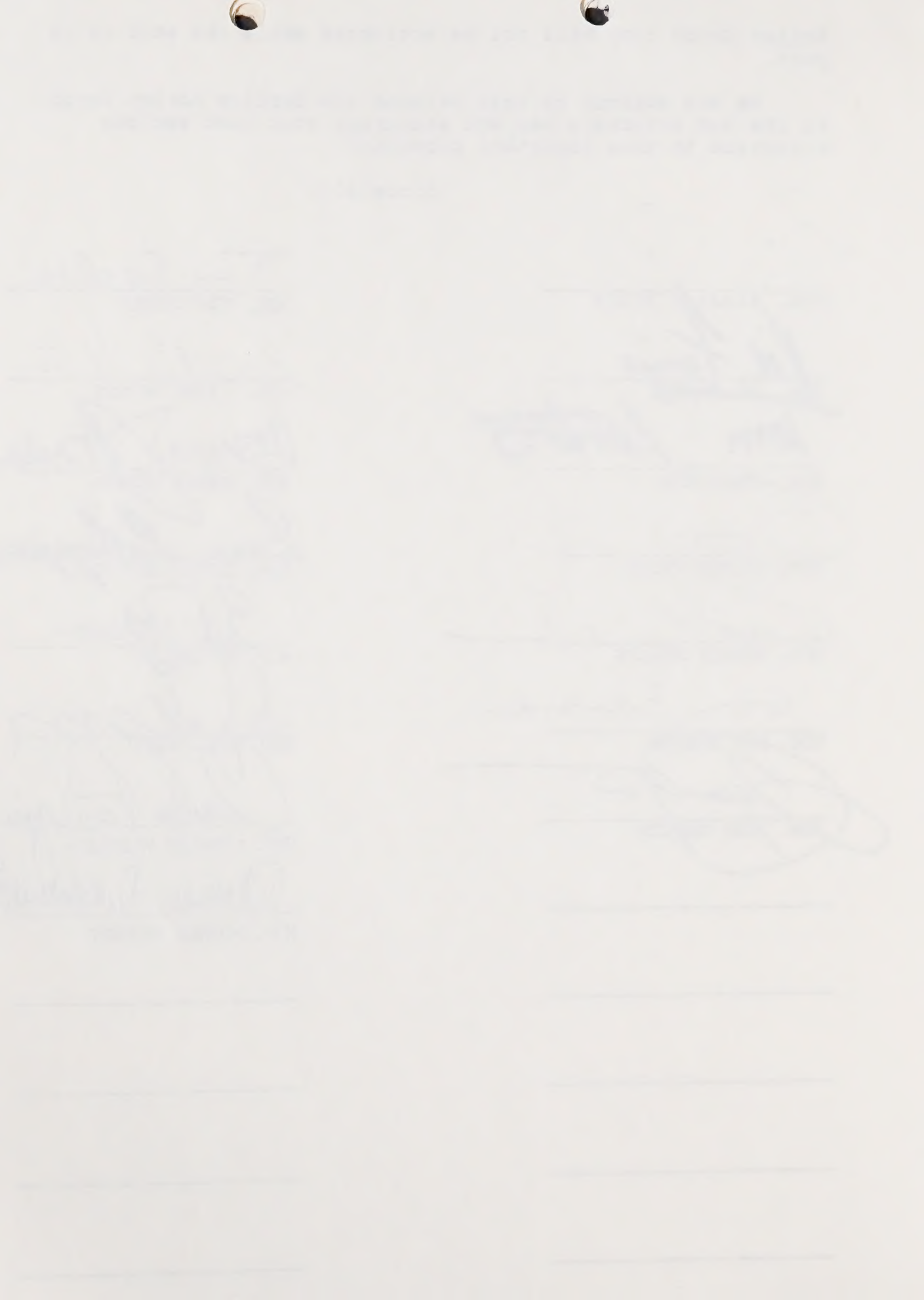

HON. EUGENE CHAPPIE


HON. ED ZSCHAU


HON. DOUG BOSCO


HON. CHARLES PASHAYAN


HON. NORMAN SHUMWAY





NAVY LEAGUE OF THE UNITED STATES

(FOUNDED 1902)

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TEL (415) 647-7981

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Former Nat'l Pres. NLUS & Chmn
USS Carl Vinson Committee
James Griffin

September 12, 1984

The Honorable John Lehman
Secretary of the Navy
Department of the Navy
Washington, D. C. 20350

Dear Mr. Secretary;

For the past five years, the Mayor of San Francisco, Dianne Feinstein, the Commanding Officer of Naval Station Treasure Island and his staff, along with the San Francisco Council of the Navy League have been dedicated to revitalizing and restoring the Bay Area as a strong United States Navy center. We sincerely want Navy personnel and their families to inhabit our communities and our goal is to witness a marked increase in the "homeporting" of Naval ships.

In order to assist us in this maximum effort, we have successfully sponsored three major "Fleet Weeks" (the fourth one will be from October 13 thru October 17, 1984), established a Memorial Lectureship in National Security Affairs in honor of Fleet Admiral Chester W. Nimitz, and our very strong San Francisco Navy League Council has quickly risen to the number four Council in the Nation and is still growing in membership and programs.

In line with the Navy League primary mission as "The Civilian Arm of the Navy", we have worked relentlessly at informing and educating our citizenry, governmental people, and the media at large to the vital role that the Navy plays in our defense posture. We



September 12, 1984

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have provided a wide variety of services and programs dedicated to supporting and accomodating Navy families and will continue to maximize this effort. San Francisco, not so long ago, was a key Navy City and we most assuredly are ready to assume that role again.

It is my particular privilege and pleasure, as President of the San Francisco Council of the Navy League and National Chairman of the Nimitz Lectureship to strongly urge that you grant our request of "homeporting" a Naval Surface Action Group in our city. We hope that you will give us every consideration in this critical matter.

My very best to you,

Charles S. Warner

Charles S. Warner
President

SAN FRANCISCO
CHAMBER OF COMMERCE

September 12, 1984

The Honorable John F. Lehman
Secretary of the Navy
Pentagon - Room 4E685
Washington, D.C. 20360

Dear Mr. Secretary:

On behalf of the San Francisco Chamber of Commerce, we are pleased to express the appreciation of our business community that San Francisco is a possible homeport for a Surface Action Group of the United States Navy.

Our City has had a long and beneficial friendship with the Navy. Its bay and maritime facilities made it America's Gibraltar during World War II. We feel that the revival of Fleet Week is a strong indication from our Bay Area that people here wish the Navy to become a major, active and visible part of local life.

We are confident that San Francisco's advantages will be fully described to you in our city's proposal. In addition to its great regard for the U.S. Navy, the Bay Area has an advantage which we would stress most strongly. America's changing economy has made more and more families, civilian and military, depend upon two breadwinners. Our diverse and growing regional economy offers great opportunity for additional income to those families who would wish it. The Bay Area has, we believe, many more such employment possibilities than do other homeports on the west coast.

Business in San Francisco hopes that you will view its services and ability to support the needs of a Surface Action Group as a positive factor in your homeporting decision.

Sincerely,

San Francisco Chamber of Commerce
for the Board of Directors,

Robert A. Fox
President, Del Monte Corporation

Charles S. Warner
Charles S. Warner
President, Bayshore Metals

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I. INTRODUCTION

This proposal to encourage the United States Navy to locate a Surface Action Group in San Francisco is made by Mayor Dianne Feinstein and the Mayor's Homeporting Task Force. It represents a community effort and is endorsed by business, labor and local government. It is the product of a select task force appointed by Mayor Feinstein, comprised of the following individuals:

James Lazarus, Deputy Mayor
Gene Gartland, Port Director
Arthur Osborne, Deputy Port Director
Dean Macris, Director of City Planning
William Witte, Director the Mayor's Office of Housing
and Economic Development
Charles Warner, President, Navy League of S.F.
John Jacobs, Executive Director, Chamber of Commerce
Paul Peck, Admiral, U.S. Navy, Retired

For over one hundred years, the San Francisco Bay Area has been America's "Gibraltar of the West". Soon after it became a Spanish trading post, the strategic importance of the sheltered deep water was recognized by Yankee traders. Over the years, San Francisco became a major base for Naval operations. Unfortunately, in recent years the level of activity has declined. San Francisco's numerous under-utilized berthing and repair facilities present a perfect growth and dispersal opportunity for the United States Naval forces. The City is centrally located on the coast, 300 miles closer to the Soviet coastline than San Diego and is appreciably closer to our strategic oil drilling and shipping interests in Alaska. It is also closer to the increasingly important Northern Pacific theatre of operations. Hunters Point is located seven miles from the open ocean on a direct deep water channel.

Support for this proposal has been forthcoming from virtually every segment of the community. San Francisco's historic relationship with the United States Navy and its renewed friendship and support as shown by its unique Fleet Week program should clearly indicate the depth of public favor for this homeporting proposal.

One example is the editorial support homeporting has received from both of San Francisco's daily newspapers:

"We agree with the Mayor that San Francisco would be the best choice for a number of reasons, including its strategic location, the existing ship repair facilities, access to housing for Navy families, the quality of life and the need to disperse the Navy's most powerful fighting vessel."

San Francisco Chronicle, September 13, 1964

"The City, as Mayor Feinstein stresses, is friendly to the Navy's presence and anxious to help, as will be evident in a proposal now being packaged. San Francisco's standing as one of the Nation's most desirable places to live makes it a prestigious, morale-serving base for personnel."

San Francisco Examiner, August 14, 1984

2. SUMMARY OF PROPOSAL

San Francisco is fortunate to have within its boundaries a naval shipyard, currently on reserve status, that is one of the finest facilities of its type in the Nation. It is comprised of 515 acres, is close to major maritime, commercial and residential areas and is equipped with drydocks and berths large enough to accommodate the Navy's largest vessels. As recently as 1970, it was a source of over 5,500 permanent jobs. Since the late 1970's, a portion of the Yard has been leased for a five-year term to Triple A Shipyard.

This proposal recommends that a portion of this excellent resource be reactivated as a naval station for the Surface Action Group, insuring that this strategically important facility remain under the jurisdiction of the Navy. It is made with the Mayor's commitment that the City will work cooperatively with the Navy in bringing Hunters Point Shipyard once again into the center stage of naval activity.

The merits to this course of action are as follows:

- 1) Hunters Point Shipyard is owned by the United States Navy.
- 2) More than sufficient undeveloped land exists within the Yard upon which to construct a naval station.
- 3) Many of the needs of a Surface Action Group can be accommodated in the numerous buildings existing on the Yard.
- 4) Additional land is available upon which can be constructed more than the required 1,530 housing units.
- 5) Deep water exists requiring minimal maintenance dredging.
- 6) All necessary utilities to the Yard are in place.
- 7) All necessary ship service and repair facilities exist within San Francisco Bay.

- 8) Employment, educational, recreational and cultural opportunities are abundant in the Bay Area.
- 9) An adequate supply of off-base housing exists within a one-hour commute of Hunters Point.
- 10) Strong community support exists for the Navy in general and for the homeporting of naval vessels specifically.

The Mayor is prepared to propose that the City take the following actions should it be designated as the homeport for the Surface Action Group:

- 1) The Mayor's Office of Housing and Economic Development will coordinate the development of an agreement for the private construction and operation of not less than 1,530 housing units on Hunters Point Shipyard.
- 2) The Mayor will appoint a staff liaison to work with the Navy on issues surrounding the development and operation of a naval station.
- 3) The Mayor will appoint a public-private rental housing committee to locate affordable housing for Navy personnel and families not living at Hunters Point.
- 4) The Port of San Francisco will provide all necessary maintenance dredging.
- 5) The Fire Department will enter into a mutual aid agreement to assist in the provision of firefighting service.
- 6) The Mayor will urge the State of California to construct on and off ramps on Interstate Highway 280 at Evans Avenue.
- 7) The Mayor will request that the Municipal Railway provide additional bus service to the naval station.
- 8) The Mayor will propose that street and traffic improvements and landscaping programs be undertaken on Hunters Point Expressway and Palou Avenue.
- 9) The City will cooperate to see that the naval station is constructed as expeditiously as possible.

3. LOCATION

San Francisco proposes that the Surface Action Group be homeported at a naval station to be constructed on a portion of the Hunters Point Naval Shipyard (hereinafter "Yard"). A suggested location is depicted on the following map. This location contains approximately 65 acres of generally undeveloped land, which is more than sufficient to accommodate the needs of the Surface Action Group. Numerous existing buildings suitable for administrative, supply and repair operations exist adjacent to the proposed site. The Yard meets all the requirements set forth by the study team's letter of July 31, 1984:

Four piers exist south of dry dock No. 4. Use of berths 23-28 and 30-35 would not conflict with any current military operation and are of sufficient length to accommodate the entire Surface Action Group without nesting of ships. Each pier is 1,400 feet in length and 60 feet in width (Total berthing feet available: 5,600 feet). Additionally, the southerly pier containing berths 37-42 can be renovated into a sea wall to protect the inward piers.

Sufficient width between piers exists for tug movements, overhead clearance is unobstructed and all ships in the group can be moored to the piers.

As is described in Section 7, deep water exists all the way from the Golden Gate to Hunters Point Shipyard. Maintenance dredging will be required for the Surface Action Group at the piers and waters immediately adjacent thereto. The City is prepared to include those areas within the Port of San Francisco's regular dredging areas. This service is estimated to have a value of approximately \$1 million annually.

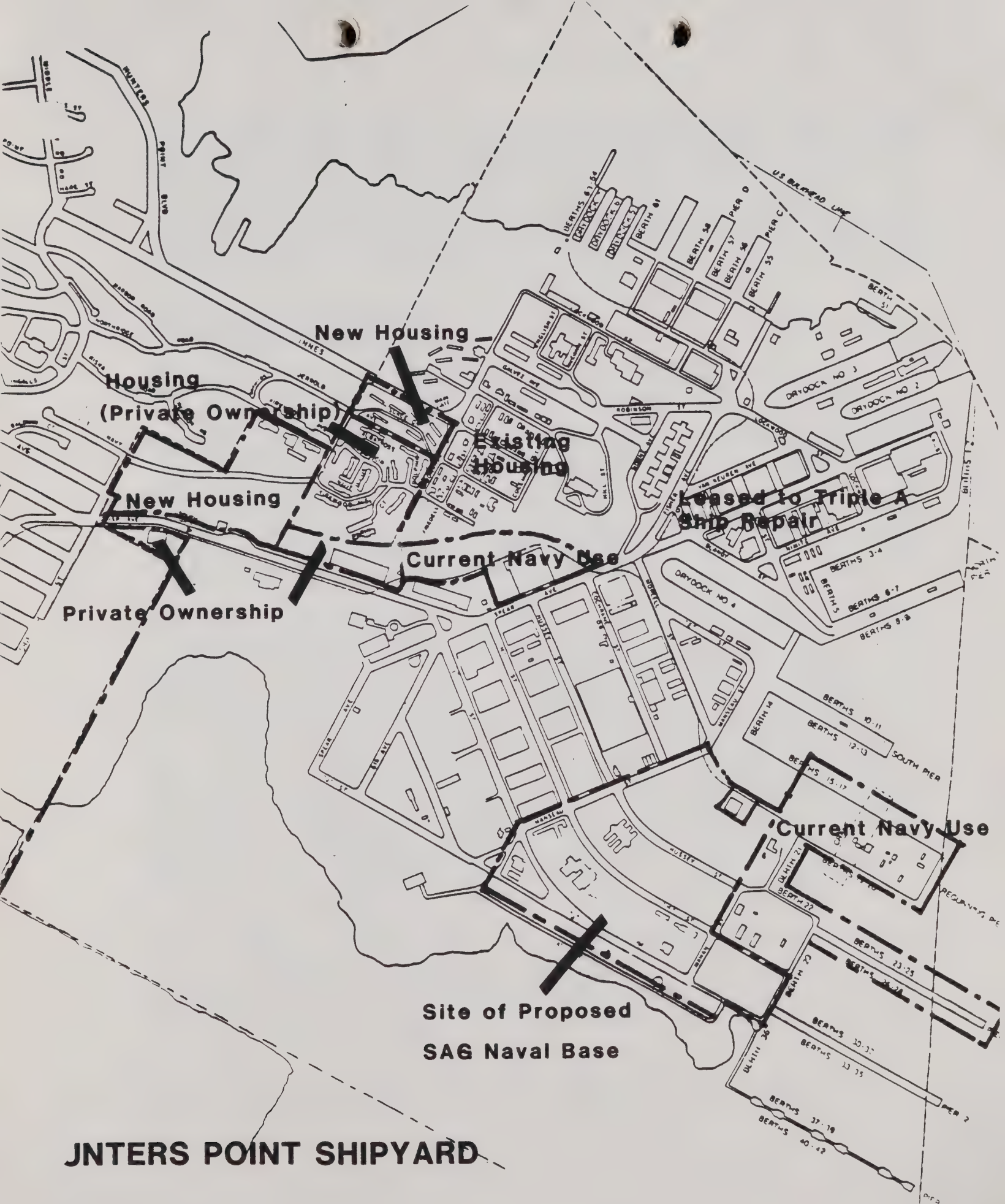
4. UTILITIES

Necessary utilities are available to the Yard, though improvements will be required in order to bring them from the property line to the piers and support facilities.

Natural gas and electricity are provided by Pacific Gas & Electric. There is an adequate reserve of electrical power to meet the 8.6 megawatt peak electrical load requirement. Two separate transmission lines feed the Yard. Failure of one feeder would have minimal effect on operations.

Adequate fresh water and sewer service is provided to the Yard by departments of the City and County of San Francisco.

Salt water pumps are in place and maintained by the Navy's current master leasee.



Steam facilities exist on the Yard, but do not appear operational. It is recommended by the Yard's leasee that portable units be installed on the piers.

Adequate telephone trunk lines exist to the Yard for connection to piers and shore facilities as required. However, Pacific Bell is prepared to upgrade all lines to the Yard at their own expense.

5. POLICE AND FIRE SERVICES

San Francisco has excellent police services and is prepared to meet the needs of a naval base and associated housing areas.

Response times to emergency and non-emergency calls, are one of the lowest in the City. The City is currently studying the feasibility of constructing a new Potrero Station. The proposed sites are closer to the Yard and would result in response times of less than two minutes. In addition to officers assigned to the Potrero Station, additional police services are provided by the Tactical Division and the Municipal Railway Transit Division, which operate in the area.

The crime rate in San Francisco and the southeast sector of the City has been dropping steadily. In 1983, the crime rate decreased by 10%. For the first 8 months of 1984, it has dropped an additional 8.8%. Sworn strength in the Department has grown by 488 officers in the last five years to a total of 1988 officers, the highest staffing of the Police Department in the history of San Francisco. A Computer Assisted Dispatch System has greatly improved the response time of police vehicles to an average of 2.5 minutes for crimes in progress, one of the lowest for any large city. A 911 Emergency Telephone System has recently been installed and the most successful Fingerprint Computer System in the country is now operational. By the end of this year, all patrol units will be equipped with mobile video terminals. San Francisco is prepared and equipped to provide necessary police services.

San Francisco offers the finest firefighting services in the Nation, capable of meeting any emergency. The Fire Department has two stations within three minutes of the Yard. The Department also has a fireboat. Furthermore, two additional fireboats are available on a mutual aid basis from military and local government entities.

San Francisco is prepared to provide or assist in the provision of firefighting services to a Surface Action Group and station as follows:

- 1) Provide assistance as required and reserve units to replace out of service Navy units at no cost to the Navy. This is current practice at Treasure Island and the Presidio; or
- 2) Should the Navy contract out firefighting services, to provide the assistance described above for a fee to be determined by the contractor and the City.

6. SHIP SERVICES

San Francisco Bay is served by tug, crane and fuel oil operations sufficient to meet all requirements of a Surface Action Group. Furthermore, should the Navy desire to construct a fuel oil pipeline, the City will assist the Navy in securing any necessary easements.

Hunters Point Shipyard is equipped with cranes and has sufficient access to and on the proposed piers. The required 500 feet safety arc can be accommodated in the layout of support facilities.

Adequate acreage exists on which to construct all required support facilities including parking, warehouses and storage areas immediately adjacent to the piers.

The availability of adequate capability and competition is a key factor in the selection of homeports. San Francisco has one of the largest and most diverse ship repair industries on the West Coast. We are also in close proximity to and have full access to the advanced weapons systems and electronics of "Silicon Valley". Prime contractors who are located within one-hour drive time and have the capability of performing Bay Area systems repairs or installations are:

Sperry
Motorola
FMC Corporation
RCA
Northrup
Hughes
General Electric
Lockheed Missiles & Space
Ford Aerospace & Communications
Sylvania

A brief survey of Bay Area Ship repair facilities illustrates the extensive resources available to perform work on the ships of a Surface Action Group. Available in the Bay Area, much of it in San Francisco itself, are:

- 14 Master Ship repair contractors
- 6 principal MSR's for overhaul
- 4 principal MSR's have drydocks
- 3 principal MSR's are small businesses

One of only two nuclear carrier capable drydocks on the west coast is located in San Francisco at the Hunters Point yard, now leased to Triple A Machine Shop, Inc. The dock is 1092 feet by 140 feet. There is 24,000 linear feet of pier space; 21 repair berths, 19 deep water berths, and 40 tie-up berths. The facility has a second carrier capable drydock as well as four others. Presently, there are 3.7 million square feet of enclosed space in 220 buildings.

The second major privately-operated shipyard in San Francisco is Todd Shipyard Corporation, which is located on the former Bethlehem shipyard property. Todd maintains two floating drydocks. The largest has a lifting capacity of 65,000 tons and can accommodate a vessel of 950 by 144 feet. The second floating drydock can accommodate a maximum vessel size of 700 feet by 94 feet. This facility has about 3,200 linear feet of useable berthing space along four piers, all fully serviced with cranes of up to 50 tons capacity. When Bethlehem closed in 1982, the Mayor interceded to find another ship repair tenant and to provide appropriate financial vehicles to assist Todd to relocate from across the Bay. Todd has begun investing more than \$10 million in capital improvements to the facility. This Yard has 33 acres, with 327,000 square feet under roof in 15 buildings.

Other small businesses on the San Francisco waterfront also have outstanding reputations for on-time, on-budget repair work.

Continental Maritime, formerly San Francisco Welding, is proposing to add a drydock with 25,000 ton lifting capacity that will be in place at our Pier 50 by mid-1985.

Service Engineering at Pier 38, capable of two major ROHs simultaneously.

Southwest Marine, on Pier 28 has complete shop and hotel services with special capabilities in habitability improvement, marine furniture and ventilation. Pier and dock space for ships to 700 feet.

West Winds, at Pier 36, specializes in diesel, propulsion and mechanical systems. Full shop services with berthing facilities on both sides of the pier.

General Engineering and Machine Works, specializes in steam, diesel, hydrolic boiler, auxiliaries and cargo gear.

Other MSRC's on San Francisco Bay are:

Pacific Drydock
Richmond Drydock
Anderson and Christofani
Fulton Shipyard
Charles Lowe Company

Four hundred other firms can provide specific job teams for such diverse specialties as marine flooring and electrical conduit work.

7. NAVIGATION

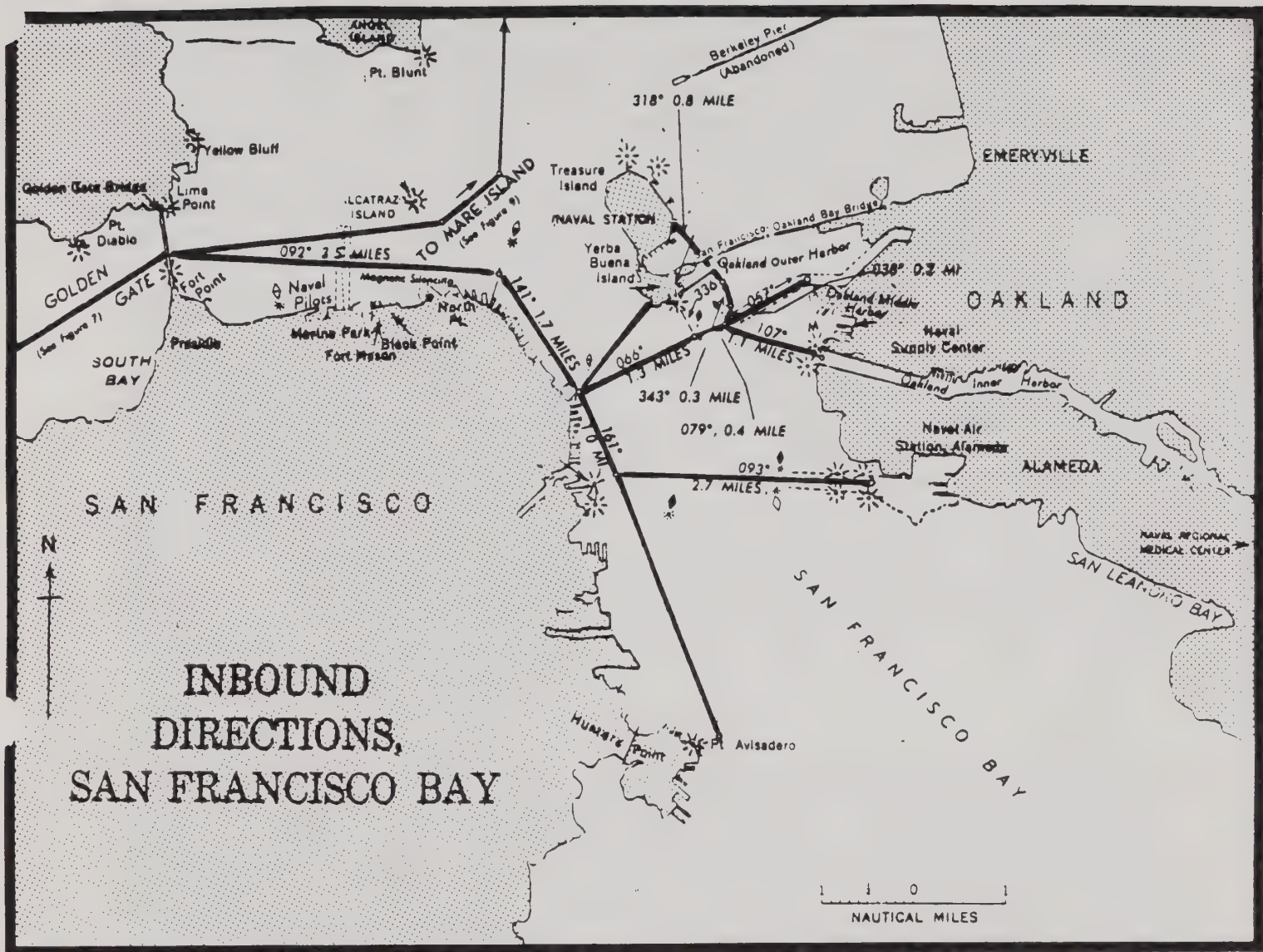
Hunters Point Shipyard is served by deep water from the Golden Gate Bridge to its piers. Located on the natural deep water side of San Francisco Bay, the Yard is on the old river channel with water depths up to 78 feet.

The skyline of the City of San Francisco is unmistakable, with several dominant landmarks: the 980-foot television tower support three antennas, the pyramid-shaped Transamerica, the Coit Tower on Telegraph Hill 3.4 miles east of the Bay entrance, and the Bay Bridges with their freeway elevated approaches. Inside the Bay, the Bank of America Building, the Union 76 Tower, the old Ferry Building with its 240-foot clock tower on the waterfront at the foot of Market Street and the Coast Guard Radar Tower next to the Naval Officer's Tower Club on Yerba Buena Island are prominent.

Although the route to the Yard requires passing under both the Golden Gate Bridge and the Bay Bridge, the clearance is 226 above mean lower low water. The transit of aircraft carriers to Alameda Naval Air Station is similar to the route taken to Hunters Point, Hunters Point traffic proceeding about two miles south of the turning point into Alameda, all through naturally deep water.

Ship traffic within San Francisco Bay is under radar surveillance and the advisory control of the Coast Guard Vessel Traffic Service. A twenty-four hour watch is maintained atop Yerba Buena Island and surveillance is maintained in the approaches to San Francisco and throughout the Bay and its estuaries.

The mean range of tide at the Golden Gate is 4.1 feet. A range of about 9 feet may occur at the time of maximum tides.



DEEPWATER NAVIGATION CHANNELS

The currents are variable, uncertain, and at times attain considerable velocity. In the Golden Gate, the flood current sets straight in, with eddies near the foundation piers of the Golden Gate Bridge. The ebb current has been observed to have a velocity of more than 6.5 knots past Fort Point, under the southern end of the Bridge. Inside the Golden Gate, the flood current sets into all parts of the Bay and causes swirls from the Golden Gate as far East as Alcatraz Island and up through Raccoon Strait, near Angel Island. The Sacramento and San Joaquin Rivers have weak flood currents that affect currents eddies near the foundation piers that can cause ships to sheer off course.

Pilotage in and out of San Francisco is compulsory for all foreign vessels and U.S. Merchant vessels under registry. The San Francisco Bar Pilots provide pilotage into San Francisco Bay, and the California Inland Pilots Association as well as the Bar Pilots provide pilotage for San Francisco Bay and its tributaries. Navy pilots are available in San Francisco Bay.

The San Francisco Bar Pilots keep one of two vessels on station at all times, the San Francisco or California. The pilot vessel cruises on station 24 hours a day near the San Francisco approach.

8. CLIMATE

San Francisco enjoys a marine-type climate characterized by mild and moderately wet winters and by dry, cool summers. Winter rains (December through March) account for about three-fourths of the average annual rainfall, and measurable precipitation occurs on an average of 10 days per month during this period. However, there are frequent dry periods lasting well over a week. Severe winter storms with gale winds and heavy rains occur only occasionally. Thunderstorms average two a year and may occur in any month, but are usually very mild.

The daily and annual range in temperature is small. A few frosty mornings occur during the winter, but the temperature seldom drops below freezing. Winter temperatures generally rise to the high fifties in the early afternoon.

The summer weather is dominated by a cool sea breeze resulting in an average summer wind speed of nearly 13 knots. Winds are light in the early morning, but normally reach 17 to 22 knots in the afternoon.

A sea fog, arriving over the Bay during the late evening or night as a low stratified cloud, is another persistent feature of the summer weather. This "high" fog, occasionally producing drizzle or mist, usually disappears during the late forenoon. Despite the morning overcast, summer days are remarkably sunny. On the average a total of only 15 days during the 4 months from June through September are classified as cl

Daytime temperatures are held down both by the morning low overcast and the afternoon strengthening sea breeze, resulting in daily maximum readings averaging under 70 F from May through August. However, during these months occasional "hot" spells lasting a few days are experienced without the usual "high" fog and sea breeze. September, when the sea breeze becomes less pronounced, is the warmest month with an average maximum of 72 F. Minimum temperatures during the summer are near 51 F.

A strong temperature inversion with its base usually at a height of 1500 feet persists throughout the summer. Inversions close to the ground are infrequent in summer, but rather common in fall and winter. As a consequence of these factors and the continued population and economic growth of the area, atmospheric pollution has become a problem of increasing importance, though air quality at Hunters Point is generally excellent.

9. HOUSING

The rental housing market in the Bay Area and available land for housing development within Hunters Point have been analyzed by the Task Force. There exists the opportunity to house Navy personnel and families either on or off-site or through a combination of these options.

The following proposal calls for:

- 1) The private development of between 1,530 and 3,600 units of housing on under-utilized land on the Yard.
- 2) The establishment of an off-site housing location program, coordinated by the San Francisco Chamber of Commerce with Bay Area real estate boards.

ON-SITE: Hunters Point Shipyard has approximately 402 units of existing housing on base, as follows:

- 180 room highrise Enlisted Men's Quarters (unused)
- 80 room highrise Officers Quarters (unused)
- 42 existing single-family units (leased)

In addition, the Yard has sufficient unused acreage upon which can be constructed up to 3,600 units of housing. Though this represents more units than required by a Surface Action Group, both the Navy's current shortage of housing in the Bay Area (estimated by Assistant Secretary of Defense Korb to be 3,000 units) and the need for additional homeport facilities in the near future indicate a dire need for housing units which can be met through development of Navy-owned land. Though it is the stated preference of the Navy to house families in the civilian community, the construction of privately owned and operated housing on land leased from the Navy can best ensure the availability of affordable housing.

If the Navy elects to utilize land within Hunters Point for construction of housing, the Mayor's Office will coordinate the development of a package which will provide those incentives necessary for the private development of at least 1,530 housing units. Sites have been reviewed in detail by the City's Department of City Planning, and could accommodate more than the required 1500 units, with convenient ingress and egress to and from existing street networks, in 2-3 story apartments and townhouse-style units. It is envisioned that approximately 1,000 of the units will have 1-2 bedrooms, with the balance having 3 bedrooms. The private development option presumes a dollar a year lease of the land for at least 60 years. It is believed that rental rates can be fixed at a level substantially below market rates in San Francisco. Development of this housing in the private sector at no cost to the Navy is "doable" and the City has the staff talent to see this accomplished.

Detailed information was not available about current land use at the shipyard which is leased by the Navy to Triple A Ship Repair. However, the following map shows the areas not included in the Triple A lease. A substantial portion of the leased area is occupied by Triple A itself, including the 42 existing single-family houses at the top of the ridge. The remainder is subleased to about 90 different commercial enterprises. About 30 percent of these could be considered marine-related, including recreational boatworks, carpentry, foundry and welding. Other uses range widely from warehousing and open storage to motion picture and television production, animal care and mushroom farming.

Two preferred areas are identified. Area I is located in the northwest portion of the shipyard, existing housing, and a possible marina site, as well as easily separated from maritime and industrial areas. Area II is located in the southwest portion of the shipyard and has the advantage of being flat (although the land may be somewhat unstable) and currently vacant. It could be isolated from the maritime and industrial uses if provided separate access from the southern gate to the shipyard. (See Map: "Potential Housing Sites")

Three housing development alternatives are presented for consideration. The first two are located in Area I. Housing Development Plan IA, would involve the little modification of existing buildings and circulation. Housing development would consist of:

Existing single-family units on hilltop	42 units
Infill single-family units on hilltop	33
Mid-rise apartment structure (1 acre)	150
Scattered-site infill (1 unit/600 sq. ft. lot area; 10 acres)	725
Existing buildings remodeled (1 unit/800 sq. ft. lot area; 10 acres)*	580
OR New units on current RV site (1 unit/800 sq. ft. lot area; 10 acres)*	
TOTAL	<hr/> 1530 units
If both (*) sites were developed, add	580
EXPANDED TOTAL	<hr/> 2110 units

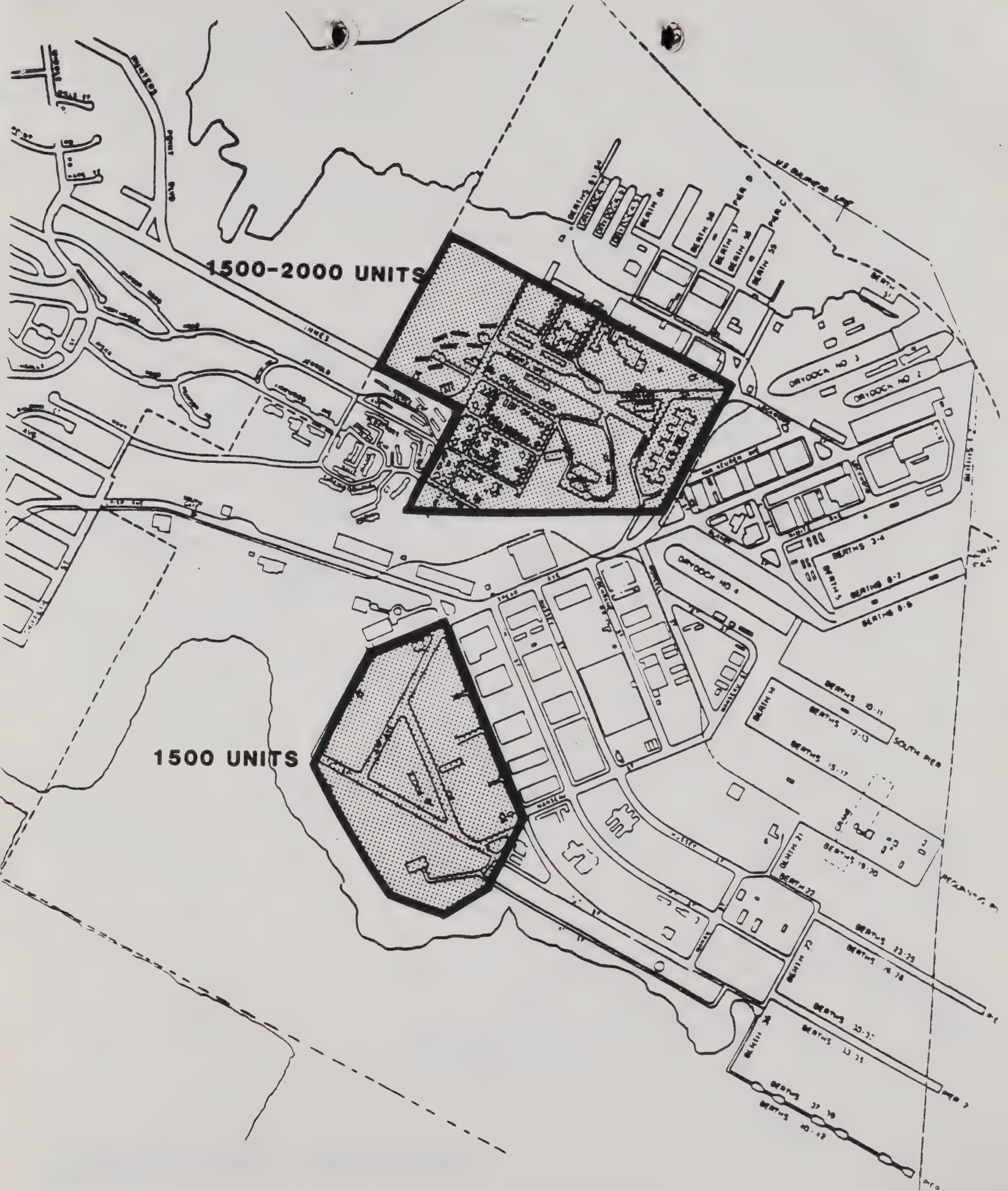
Housing Development Plan IB, is a more comprehensive development program. Realignment of the main entrance road would create a definite boundary between the industrial and residential areas in the shipyard with separate access and circulation for each. Recreation and neighborhood-serving uses could be built at a "village center" near a new control gate for the shipyard functions.

The third alternative, Housing Development Plan II, would locate approximately 1500 units in two and three-story buildings on the flat, currently vacant portion of the shipyard in the southwest portion of the shipyard, in Area II as shown on the Housing Site Map. This area could be easily separated from the maritime and industrial uses in the remainder of the shipyard by providing separate access through the southern gate to the shipyard.

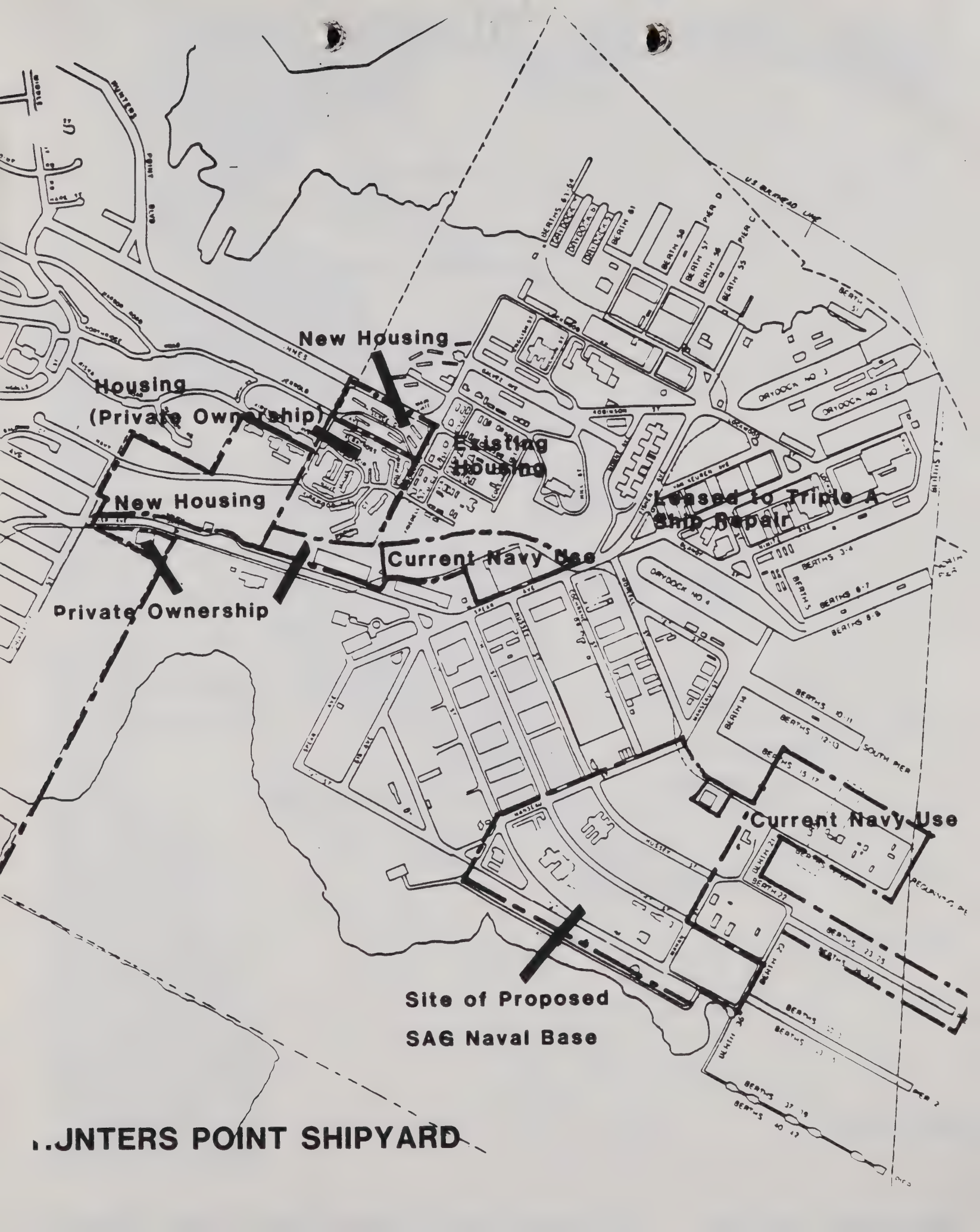
Although some relocation of existing non-maritime Triple A tenants might be necessary, each housing development alternative would retain the majority of the shipyard for maritime and industrial use. Preliminary analysis of the remaining areas indicates that there is adequate space for both the Battleship Surface Action Group and the Triple A Ship Repair activities, as well as many, if not most of the Triple A lessees.

In summary, Area I can be developed with between 1530 and 2110 units of housing. Area II can be developed with approximately 1500 units.

OFF-SITE: In addition to on-site housing, a significant portion of the housing needs of the Surface Action Group can be met through existing vacant housing within a one-hour commute from Hunters Point. Though there are a limited number of vacant units in San Francisco, there are a greater number of



POTENTIAL HOUSING SITES



New Housing

**Housing
(Private Ownership)**

New Housing

**Existing
Housing**

**Leased to Triple A
Ship Repair**

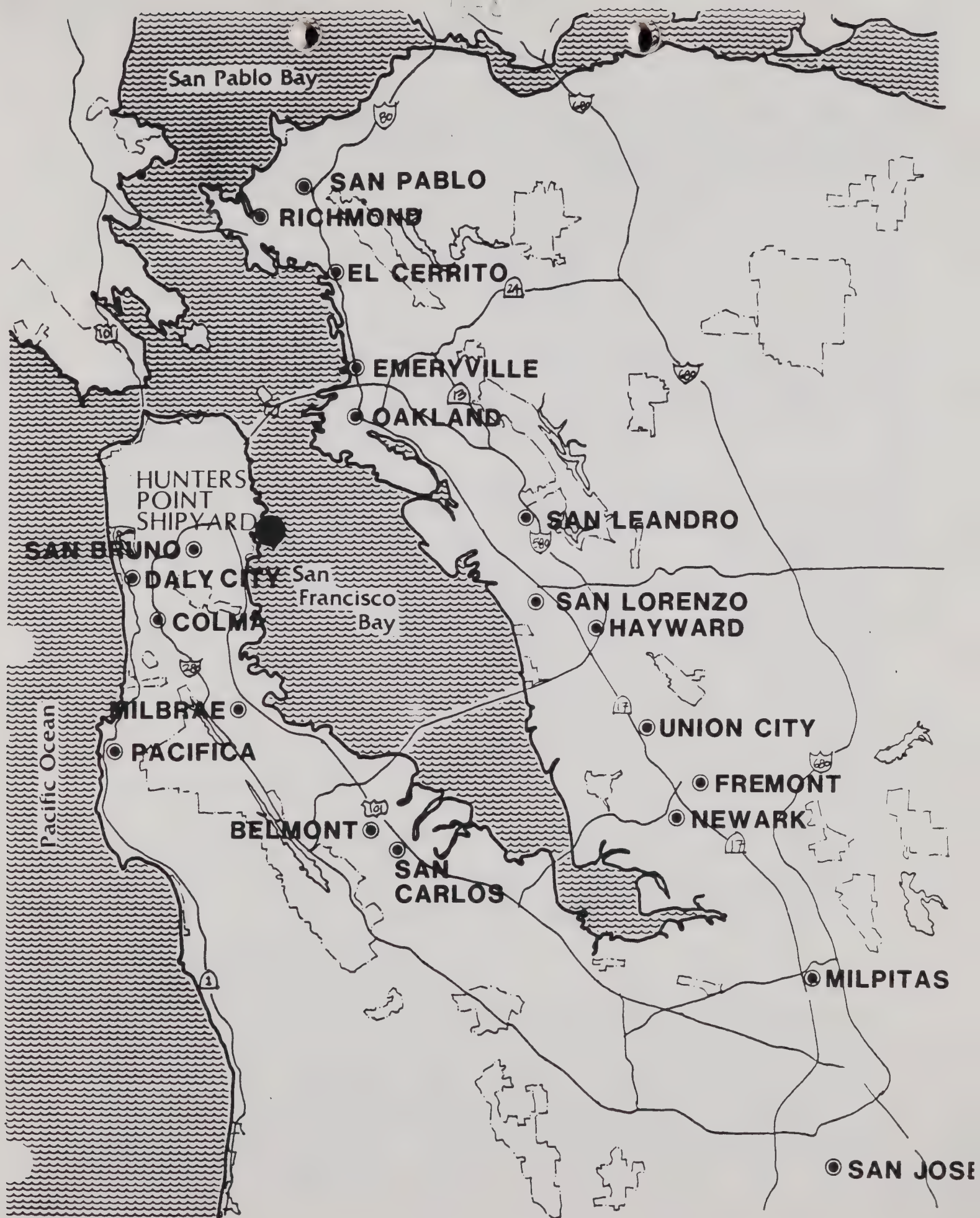
Current Navy Use

Private Ownership

Current Navy Use

**Site of Proposed
SAG Naval Base**

JANTERS POINT SHIPYARD



AFFORDABLE HOUSING COMMUNITIES (1 HOUR COMMUTE)

units in Alameda, San Mateo and Santa Clara Counties. Within San Mateo County alone (housing sites are within a 5 to 45 minute drive from Hunters Point) between 1,080 and 2,040 housing units are on the rental market annually. Rental ranges are as follows:

Studio	\$325-500 monthly
1 Bedroom	\$500-650 "
2 Bedrooms	\$500-750 "
3 Bedrooms	\$650-850 "

The realtor associations in the Bay Area have pledged their support for homeporting the Surface Action Group. These organizations are familiar with the rental and ownership opportunities within the commute radius from Hunters Point and have offered to assist Navy personnel and their families to located suitable housing at affordable rents.

The San Francisco Chamber of Commerce, working with the housing referral staff at the Presidio, San Bruno, and the Oakland Army Base, will make presentations to the realtor organizations so that this support can be turned into action. The members of each Board of Realtors will be fully informed of the Navy needs and cost requirements. Their pledge will mean both a sifting of present offerings to meet Navy housing needs as well as a "first notification" when an exceptionally suitable rental or ownership unit comes on the market. Materials with names and telephone numbers will be supplied by the Chamber to insure that all agents know the proper contact to notify when these units become available.

It should be pointed out that \$100 million of housing has been built or is in the planning stages for the Hunters Point and Bayview neighborhoods.

For example, 300 cooperative apartment units were recently opened in Hunters Point. In addition, the first 100 of an expected 1,000 market rate units have been built and purchased. All in all, the fastest growing neighborhoods in San Francisco are Hunters Point and Bayview.

10. BASE AND PERSONNEL SUPPORT

Hunters Point Shipyard contains sufficient land upon which to construct new base facilities or existing buildings adequate for renovation. For instance, office buildings, clubs, gyms and other structures currently exist, though they are in need of renovation. Furthermore, the Bay Area is the home of a number of military installations, such as the Presidio and Treasure Island, which have all needed facilities, such as commissaries, medical facilities, libraries and major recreational complexes.

The ability of a military family to have access to commissary, exchange and medical facilities can have a significant impact on reducing its cost of living. The Bay Area has such support facilities in great numbers. They are among the best on the West Coast, well disbursed and not overly crowded. A family residing in any Bay Area community is never more than 25 miles from a full-range of benefits; medical dispensaries and small exchanges can be found in a 10-mile or less radius.

To illustrate this point, a rough comparison of the San Diego area (which includes Camp Pendleton - some 65 miles away) and San Francisco follows:

	<u>San Francisco</u>	<u>San Diego</u>
Hospitals	3	2
Exchanges	11	6
Commissaries	7	5
Medical Dispensaries	9	5

11. OTHER MILITARY INSTALLATIONS

The San Francisco Bay Area includes several military installations. Naval Station Treasure Island, in the middle of the Bay, includes over 50 tenant commands, ranging from Commander Readiness Command 20, Navy and Marine Corps Reserve Center, Navy Technical Training Center, Navy Legal Services Office, Director, Twelfth Marine Corps District and many others. Naval Air Station Alameda is homeport to two Aircraft Carriers, two nuclear cruisers and units of Service Group One. In addition, a fully operational air station supports several Reserve Squadrons and a Navy Air Logistics Command Office. A Navy Air Rework Center for aircraft maintenance is also located at Alameda. Navy Supply Center Oakland is a principal DOD supply agency and homeport for the majority of Commander Service Group One's 16 ships. Mare Island Naval Shipyard is located in Vallejo, at the north end of San Francisco/San Pablo Bay and is the nuclear submarine repair yard in the Pacific. Concord Naval Weapon Center and the Point Molatte Naval Fuel Depot are also located in the Bay Area. Other military installations include the Presidio Army Post, Headquarters of the U.S. Sixth Army, and Commander Coast Guard Group Pacific/Twelfth Coast Guard District headquarters, located at Government Island, Alameda. All navy installations are supported by Naval Communications Station Stockton and Navy Public Works Center, San Francisco. In addition, the Western Division Naval Facilities Engineering Command is located on the Peninsula just south of San Francisco. Moffett Field Naval Station, at the south end of the Bay, is the home of Commander Patrol Wings Pacific and the majority of the land-based patrol aircraft in the Pacific Fleet. The Bay Area is a very active military area, ready and willing to absorb the Surface Action Group.

12. EDUCATION

Educational opportunities abound in the San Francisco Bay Area. Quality school systems exist in every community. San Francisco is the home to some of the finest public and private schools in the country. For instance, the City's Lowell High School is consistently rated as one of the top ten public high schools in the Nation.

College and post-graduate educational opportunities are available to almost every citizen. The City is home to several first-class colleges and universities, both public and private. The State higher education systems offer high quality instruction and area available for enrollment to residents at very modest fees. San Francisco State University employs 1,800 faculty and offers B.A. degrees in 89 areas. M.A. degrees are offered in 37 areas. The student body numbers 24,000. Other institutions of higher learning include: City College, University of San Francisco, University of California, San Francisco (medical), Hastings Law School, and many smaller colleges such as Heald, Golden Gate University. Throughout the Bay Area are numerous other junior colleges, State universities and private colleges and universities.

Locally, the San Francisco Board of Education has paid special attention to the educational needs of the Hunters Point-Bayview neighborhoods. Nine million dollars will be spent on new and improved educational facilities and programs in these neighborhoods. The following programs have been instituted this fall:

- 1) Charles Drew Early Childhood Development Center:
Day Care, pre-Kindergarten and Grades 1 & 2 - This is the only program of its type in San Francisco
- 2) Sir Francis Drake Elementary School:
Kindergarten to Grade 5, specializing in computer-based education
- 3) George Washington Carver Elementary School:
Kindergarten to Grade 5 with special programs - formulated and taught by San Francisco State University professors and student teachers.
- 4) Martin Luther King Jr. Academic Middle School:
Grades 6 to 8; special emphasis on mathematics, science and computer education.
- 5) Phillip Burton Academic High School:
A new high school with a college preparatory program modeled after the Lowell High School curriculum.

These schools offer enrollment for children from their immediate neighborhoods as well as from throughout San Francisco. This September 816 students from throughout the City applied for admission to these special schools.

13. EMPLOYMENT OPPORTUNITY

The San Francisco Bay Area provides a wide variety of employment opportunities. This is especially important for families of Navy personnel who may be seeking second incomes.

Two-hundred-eighty-thousand secondary employment opportunities are available annually in the Bay Area. The Association of Bay Area Governments has projected a nine-county Bay Area average increase of 50,000 jobs per year for the next one-and-one-half decades. They expect that this growth will be distributed among job types as follows:

Managers and Professionals	26%
Technical, Sales and Support	35%
Services	11%
Production, Crafts	15%
Operators, Fabricators and Laborers	13%

This study concludes, "Clearly, the overall job growth picture for the Bay Area is positive. The region's competitive position vis-a-vis the rest of the State and the Nation is strong. The combination of a major financial center and high technology production and research center creates this favorable economic environment."

Secondary employment, a term commonly applied to job opportunities for married women, has always been strong in the high technology production of semiconductors, computers, and chemical and biological products. These are not only strong sectors of the Bay Area's economy, they are strong growth sectors.

In addition, as corporate growth decentralizes from San Francisco to the suburbs, business preferences for a lower turnover and more mature labor force has made them favor hiring in the secondary employment category. Crocker Bank established a new credit division in Contra Costa as an experiment to rate the productivity of housewives (many part-time) in financial operations. The success of the 200 employee facility has led to its expansion. Other firms have followed suit, and it can be expected that rates of secondary employment in the suburbs will increase not only due to corporate expansion to these areas, but also due to the very desirable productivity of these hires.

This is a national trend. Data of the U.S. Department of Labor shows this clearly. The participation rates for married women in the labor force were approximately 40%, 50% and 60% in 1960, 1970, and 1980 respectively.

There is a very great difference between job growth and job opportunity. The latter is many times greater. Not only is job growth a component of job opportunity, but also turnover, retirement, relocations, temporary leaves from the work force, and terminations are very important. The State of California Employment Development Department finds that for every new job created there will be eight or nine job openings, a ratio comparable to the Bureau of Labor Statistics' findings that only seven percent of job openings are due to job growth. This is a tremendous employment opportunity in a growing region.

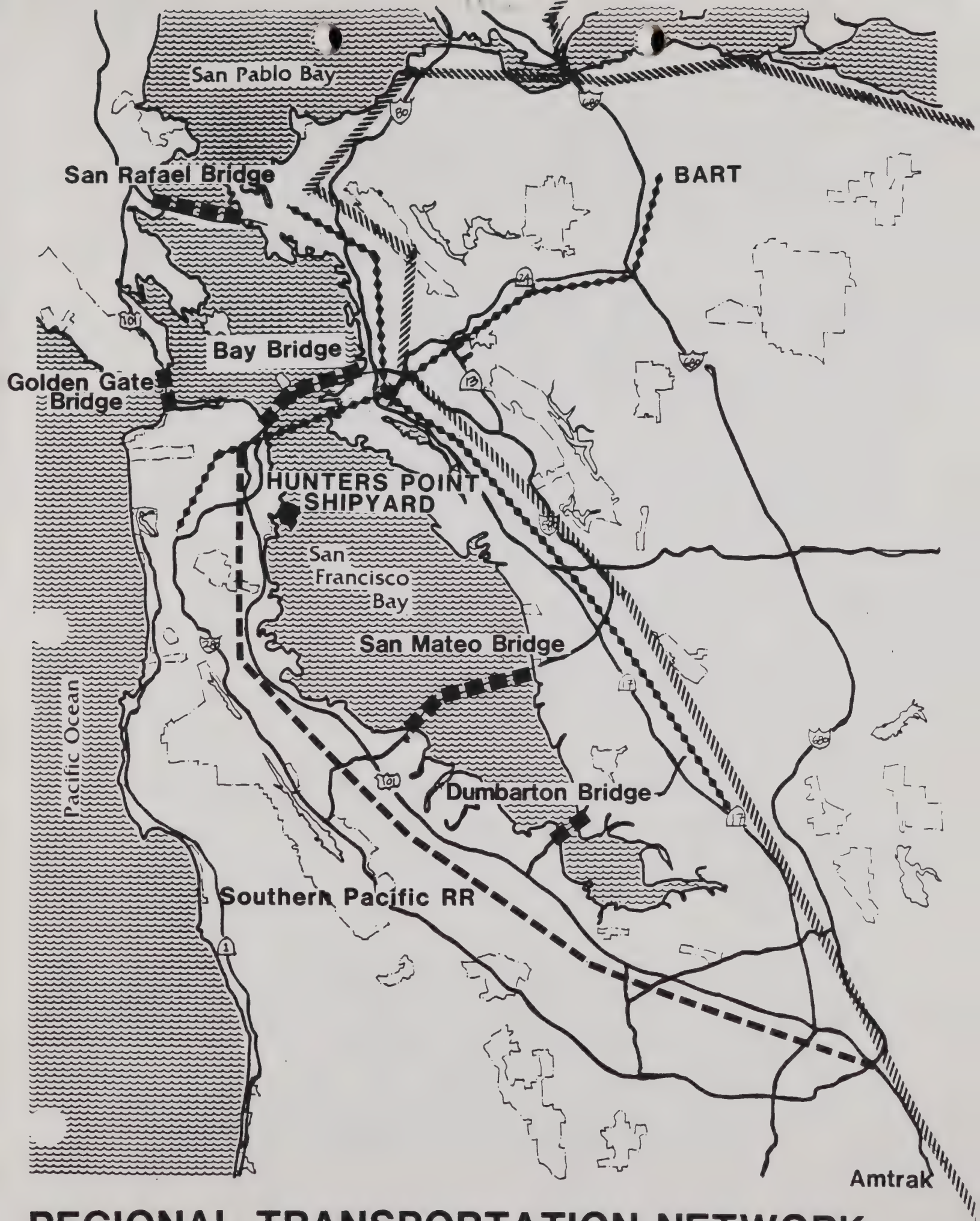
Based upon these ratios, job openings will occur at the rate of over 400,000 per year in the Bay Area. Approximately 70% of this will lie within the Navy's 60-minute commute time from Hunters Point. That is, some 280,000 openings per year should be available in the area where Navy personnel would live. Clearly, the San Francisco Bay Area can provide the families and spouses of Navy personnel with more than adequate job opportunities.

14. PUBLIC TRANSPORTATION

San Francisco and the Bay Area have in place an intergrated system of public transporation comprised of bus, rail and subway systems covering every county. San Francisco has a system of busses, trolley coaches, light-rail vehicles, articulated coaches and cable cars. This system is tied into the regional Bay Area Rapid Transit system, Golden Gate Transit, CalTrans-Southern Pacific Rail service San Mateo Transit, Santa Clara Transit, and A.C. Transit, all serving San Francisco.

San Francisco's Municipal Railway currently provides service to Hunters Point, connecting the Yard with all transit systems. Furthermore, almost all of the City is within one transfer of the Yard. However, should a naval station be established on the Yard, the Mayor would propose additional service as follows:

- 1) Extend the 19-Polk line from the US Post Office facility on Evans into the Yard seven days a week. This will link the Yard to Civic Center, BART, MUNI Metro and Fisherman's Wharf. Cost: \$240,000 annually
- 2) Extend the 10-Monterey from Bayshore and Industrial into the Yard. This will link the Yard to BART, MUNI Metro, the southwestern side of the City and the CalTrans-SP Peninsula rail service. Cost: \$570,000 annually



REGIONAL TRANSPORTATION NETWORK

- 3) The City will request the California Department of Transportation to locate a train station on the Peninsula commute line at Palou Avenue which will reduce the total commute time to the Yard.

15. STREETS AND HIGHWAYS

Though the streets serving the Yard are adequate, improved highway access would be desirable. The Mayor will request that a portion of San Francisco's State Highway funds be allocated by 1990 for the construction of on and off ramps to Interstate 280 at Evans Avenue-Islais Creek. This will provide direct freeway access to the Yard from a freeway connecting the Peninsula to Downtown San Francisco. Cost: \$6-8 million

In order to disperse traffic, both the South Gate and Evans Avenue Gate should be utilized. To provide a connection to US 101, the streets in the South Gate area should be upgraded from Palou Avenue to Third Street. The City is prepared to undertake street and traffic improvements in that area. Cost: \$500,000

The Mayor will recommend to the Department of Public Works extension of street and sidewalk improvements on Evans Avenue along Hunters Point Boulevard to the Yard gate. Cost: \$525,000

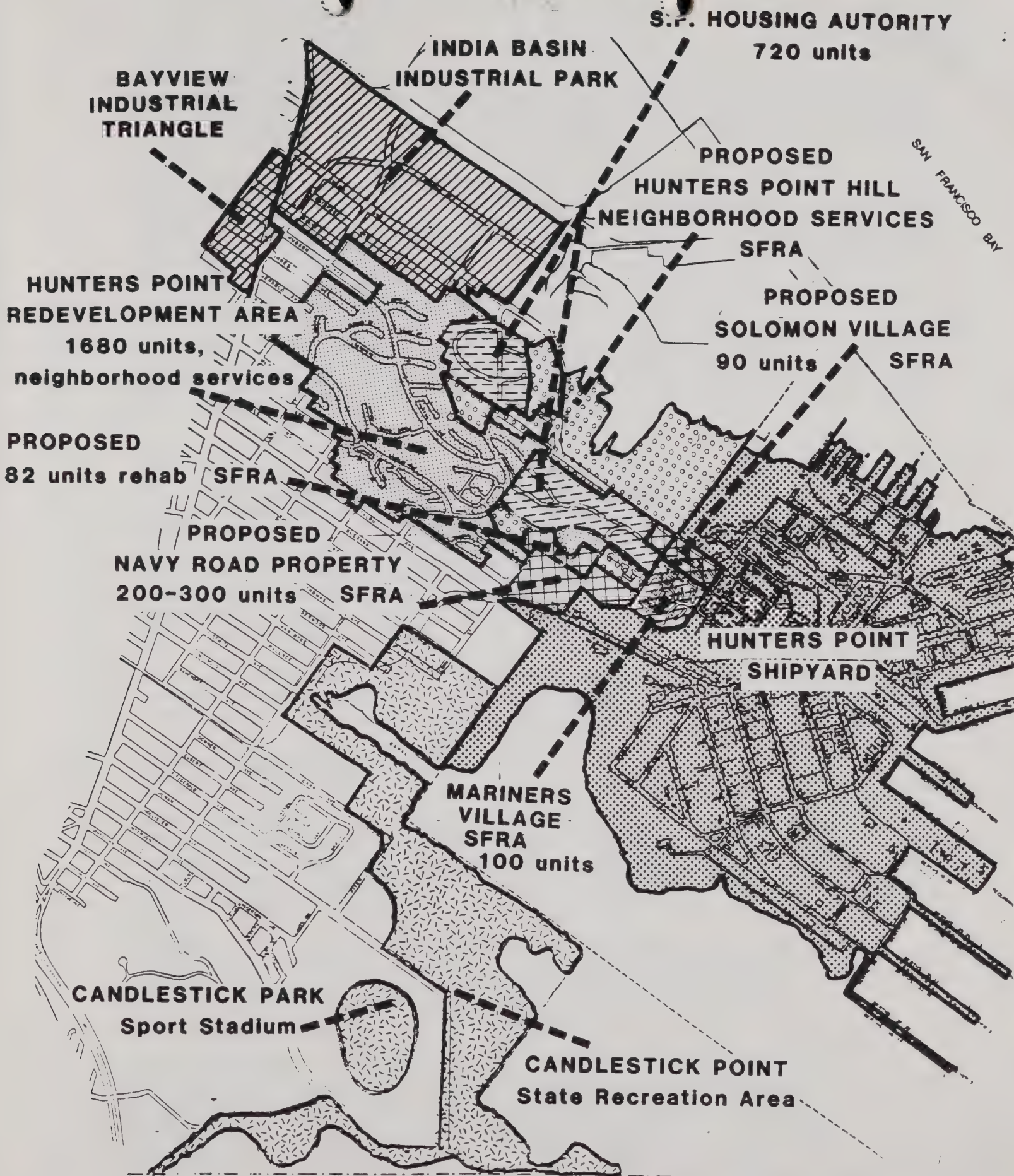
Finally, the Mayor will request the Golden Gate Bridge District and State Toll Bridge Authority to waive tolls on Bay Area bridges for naval personnel assigned to a Hunters Point Naval Station.

16. HUNTERS POINT NEIGHBORHOOD & WATERFRONT DEVELOPMENT

The recent history of the Hunters Point neighborhood is one of renewal. In 1969, a redevelopment plan for a 137 acre area in Hunters Point was approved by the Board of Supervisors. Since that time, the Redevelopment Agency has removed the wartime barracks housing and has been working to build a new residential community.

The Agency's program encompasses the construction of 1200 new housing units of which 900 have been constructed. In addition, the Agency has completed the rehabilitation of 100 units of formally Navy housing, on the eastern edge of Hunters Point Hill. All units were sold as condominiums in early 1982.

The San Francisco Housing Authority has embarked on an ambitious rehabilitation program for public housing under its jurisdiction. Between March 1978 and the fall of 1983, the Authority has rehabilitated approximately 720 units.



NEIGHBORHOOD IMPROVEMENTS

The Redevelopment Agency is currently exploring development of additional market rate and subsidized housing projects on seven different sites on Hunters Point Hill. An additional 200 units of housing may result from this project.

In addition to the educational and recreational changes described elsewhere in this proposal, an expanding industrial base is being developed adjacent to the Yard and along the waterfront to China Basin. For instance, the India Basin Industrial Park, a redevelopment project, has created a suburban industrial park environment which is home to many large public and private employers.

Development of modern port facilities is ongoing at Piers 92 and 94. A bond issue to provide an additional \$42 million for port capital projects is scheduled to be voted on in this November's election.

The Santa Fe-Southern Pacific Corp. recently concluded discussions with the Mayor that will lead to the construction of a major office, research and development and housing project on over 200 acres of property at China Basin referred to as Mission Bay. The project includes construction of 4.1 million square feet of office space, 2.6 million square feet of research and development space and 7,577 units of housing. A large lagoon, canals and a major park at Pier 50 will turn the development into a major open space and recreational resource for all San Franciscans.

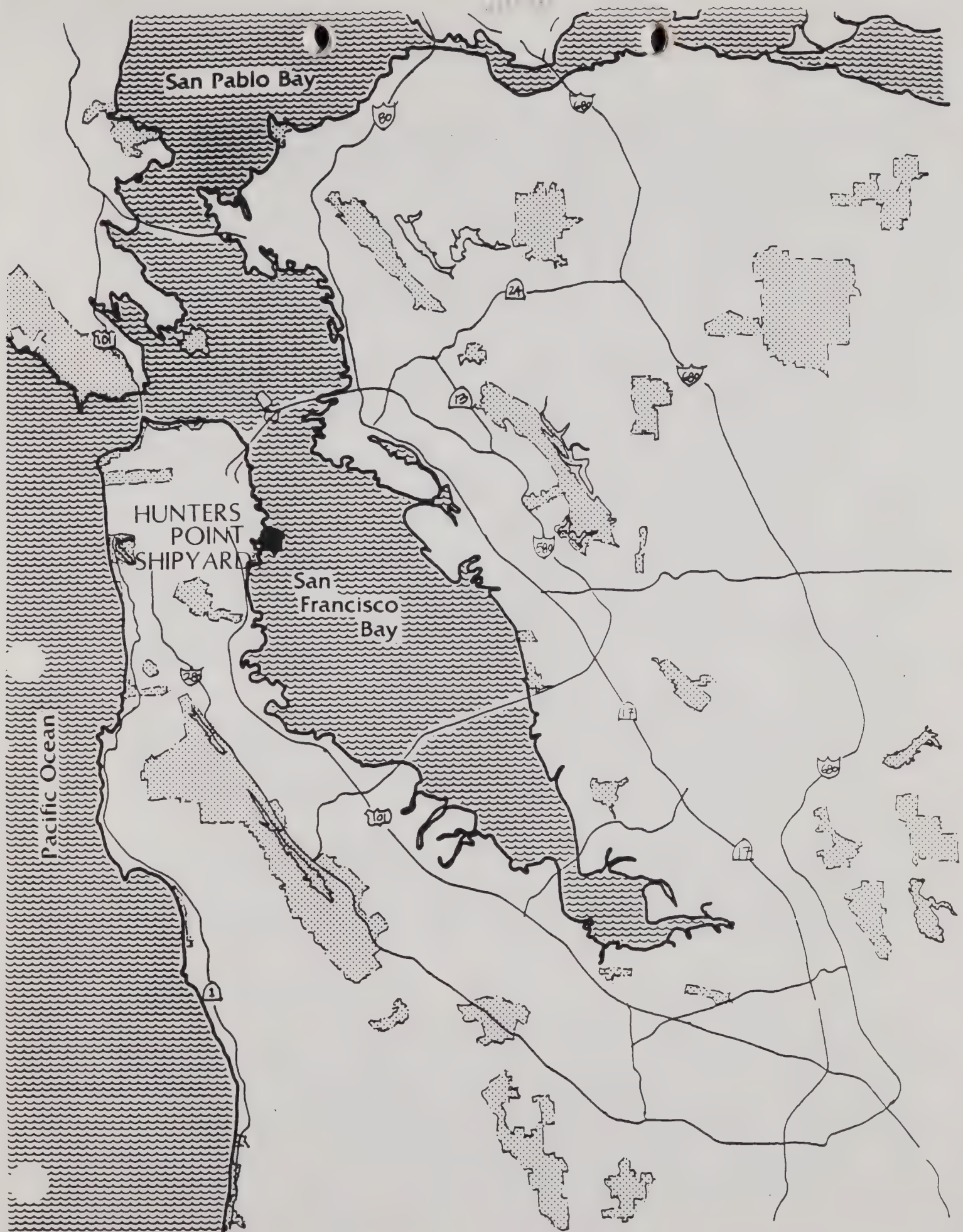
Clearly, the quality of life on San Francisco's central and southern waterfront is improving dramatically and will make it a more attractive place to live and work.

17. RECREATIONAL ACTIVITIES

San Francisco, the Bay Area and California offer more recreational and sports opportunities than any other metropolitan area in the Nation. Indeed, the problem most often faced by residents is which activity or event to pursue during leisure hours.

On-Base: Hunters Point has existing recreational facilities, including a softball diamond, a gymnasium and tennis courts. Existing facilities could easily be converted into a movie theatre. Land exists for expansion of these facilities.

Nearby Off-Base: The City's second largest park, McLaren Park, is located within a short distance of Hunters Point. Candlestick Point State Park, a family recreational park under development in the area around the sports facility will be a 5-minute walk from the base. This 170 acre area will support picnicking and boating activities. Two group campgrounds are proposed, as well as centers for cultural programs and education. Four fishing piers will be built, as will be trails and hiking trails.



MAJOR RECREATION AREAS

Within the Candlestick Park complex is the stadium, home to the Super Bowl Champion 49ers and the San Francisco Giants. Games are played here throughout the year.

Recreational facilities are also slated to be built on the north side of the Navy base. Fishing and boating activities will be centered in the north cove. Further up Third Street, Southern Pacific will develop a large public park and recreational facilities near Pier 50 as part of its Mission Bay development plans.

The City of San Francisco has more open space acreage per capita than any other city in the U.S. The Recreation and Parks Department lists some 140 major and minor park facilities around the City. Golden Gate Park, 4 miles long by one-half mile wide, is home to the DeYoung and Asian Arts museums, the Strybing Arboretum as well as the California Academy of Sciences, the Japanese Tea Garden and even a paddock of buffaloes. Picnicking, jogging and sports facilities are available here as well as in McLaren Park, Stern Grove, and Lake Merced. Three public golf courses are located within the City limits. Along the ocean coastline and the northern waterfront is the Golden Gate National Recreational Area, encompassing Ocean Beach, Land's End, Alcatraz, and the Marin Headlands. Also nearby is the 400 acre Angel Island State Park for picnicking and hiking.

San Francisco Bay is, of course, another recreational resource adjoining Hunters Point. 450 square miles of water are available for boating and fishing activities. Many yacht and fishing clubs are located along its 100 mile shoreline, some of these on Treasure Island, Presidio and Alameda Naval Air Station.

Away From Base: Within an hour drive from the base, there are numerous other recreational facilities, such as Mount Tamalpais, Mount Diablo and East Bay Regional Parks. Within three hours drive is the Sierra and Lake Tahoe recreational areas, offering the full range of winter and summer sports.

18. CULTURAL ACTIVITIES

San Francisco supports internationally recognized symphony, ballet and opera companies. The City is filled with museums and galleries too numerous to name here. We have an extensive network of neighborhood public libraries and City-sponsored arts and cultural programs. Many annual events draw large participatory crowds: Bay-to-Breakers, the largest road race in the world with upwards of 80,000 runners, the Chinese New Year's Festival, with over 100,000 observers, Symphony in the Park, with similar numbers of attendees. There are over 50 of these major events in San Francisco annually, with many more hundred lesser events.

19. COMMUNITY SUPPORT

San Francisco has a well-established reputation for welcoming and helping its maritime visitors from all over the world. As the City increasingly became the corporate and financial capital of the West, these traditions began to fall into neglect. Several years ago, San Francisco realized the need to revitalize its maritime traditions--and decided a focal event would help to celebrate them. The first Fleet Week was put together in three months in 1981 to welcome the USS San Francisco and several other ships from the Pacific Fleet. All of the events were very successful, and it became clear that the campaign was worth the effort when one enthusiastic sailor declared "No other city has ever treated us this way."

Each year, the numbers of enlisted and officer guests, as well as public awareness and participation grows larger. San Francisco has earned a reputation as the best stateside liberty town there is. Fleet Week is now the biggest celebration of the Navy in the United States. Last year, over 100,000 people from around the State visited the berthed ships over one weekend. This year, 13,000 officers and enlisted men on 18 US Navy vessels are expected for a week of receptions, parties, sports events and dinners. Activities include softball games between police and fire teams, a foot race along the waterfront, a concert for enlisted men, a formal civic reception in City Hall, merchant sponsored activities, and many, many other activities. Enlisted men no longer have to be encouraged to wear the uniform ashore; they have found that it earns them free transportation anywhere in the City, entrance to our museums and landmarks and perhaps best of all in their minds, it earns them free refreshments in our world-famous eating and drinking establishments.

San Francisco is deeply committed to helping the Navy grow in San Francisco, and has the support of the City's entire government and private sector. In addition to sponsoring Fleet Week with privately-raised funds, The Mayor's Task Force has met to unify the Bay Area behind homeporting more Navy and Coast Guard ships locally. The Mayor routinely works with our Congressional delegations and with the Navy to expand our share of repair activity, and to address those issues that improve the ability of the United States Navy to relocate ships and crew here. The Mayor has become familiar with the concerns and problems of Navy wives and families by attending their activities and offering support and has pledged to lead a Bay Area-wide effort to help in the integration of the 1500 families of the Surface Action Group. The Mayor will take the following actions to assist Navy families in becoming part of the community:

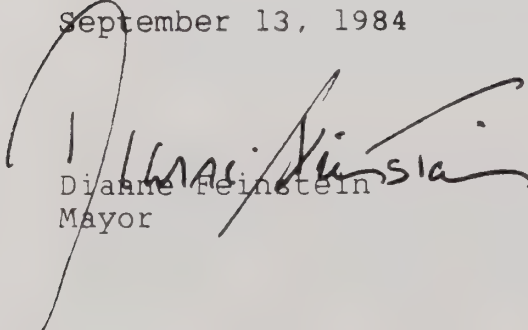
- establish a Task Force on Navy families to assist in housing and establish community programs and participation for Navy families
- designate a member of the staff of the Office of the Mayor to act as a liaison in order to improve communication and monitor Navy needs
- take a special interest in the activities of Navy wives and family events

The City recognizes and agrees with the Navy policies initiated by CNO James A. Watkins that stress improved quality of life for those who serve our country. These families, who must often relocate to new communities on short notice, need substantial and immediate help getting acquainted with their new environment and meeting their neighbors. San Francisco will provide the means to insure that this happens to the greatest extent possible. We expect that the large community of retired Navy personnel, who have already demonstrated their willingness to work long and hard hours for Navy causes, will be a considerable help in this effort.

20. CONCLUSION

This proposal is presented with the understanding that it represents, not a final, last offer, but a vehicle for further discussions between the United States Navy and the City and County of San Francisco. If San Francisco is recommended as the homeport for a Surface Action Group, the Office of the Mayor, Board of Supervisors, Port Commission, State of California and other public and private entities will be involved in executing any final agreement. You may be assured that the City and County of San Francisco stands ready to conclude all binding agreements necessary for the final designation of San Francisco as a Surface Action Group Naval Station.

September 13, 1984



Dianne Feinstein
Mayor

ADDENDUM
PROPOSAL TO HOMEPOR
UNITED STATES NAVY
SURFACE ACTION GROUP
IN SAN FRANCISCO

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

MAY 19 1987

UNIVERSITY OF CALIFORNIA

The following is in response to the request of the Surface Action Group Homeporting Task Force for additional information on San Francisco's Proposal of September 13, 1984.

A. Dollar Values: The City is prepared to provide the following direct services to the Navy (1984 dollars):

- 1) Dredging: Up to \$1 million annually of initial and maintenance dredging
- 2) Freeways: Request the State of California to allocate San Francisco highway funds for construction of I-280 ramps at Evans Avenue: \$6-8 million
- 3) Streets: Resurfacing of Hunters Point Boulevard and Innes Avenue; planting of trees, curbing, etc. \$525,000
Construction of currently unimproved streets in the Palou and Third Street area and route signing \$500,000
- 4) Public Transportation: Extended service on the 10 Monterey and 19 Polk bus lines into Hunters Point: \$810,000 annually
- 5) Firefighting Services: Provide mutual aid to Navy firefighting services, as is current practice at Treasure Island: \$50,000 average annually
- 6) Staff Liaison: Assign Mayor's staff aide to act as liaison between City and Navy: \$21,000 annually (assumes half-time position)
- 7) Housing Coordinator: Mayor's Office of Housing and Economic Development to coordinate the private development of rental housing at Hunters Point: \$66,050 (staff time for 2-3 years)

B. Dredging: The Port of San Francisco, subject to the anticipated approval of the Port Commission, is prepared to provide for 20 years up to \$1 million of maintenance dredging annually, provided a Surface Action Group is homeported at Hunters Point.

The total cost of dredging in preparation of a site and maintenance of the required depth of 42 feet will depend on the berth area selected. The southern piers containing Berths 23-28 and 30-35 would require significant initial dredging, all of which will not be performed by the Port, prior to the initiation of maintenance dredging. On the other hand, Berths 3-9 (presently leased to Triple-A Shipyard) currently have close to the required low water depths. Dredging specifications and site maps for three options are as follows:

OPTION 1:

Initial Dredging

Area: $487,500\text{yd}^2$

Average cut: (to -43' with 1' overdredging): 18' or 6 yds

Initial dredging: $(487,500)(6)=2,925,000\text{yd}^3$

$(2,925,000)(\$2.25)=\$6,581,250$

(City will perform \$1 million of this dredging)

Annual Dredging (To be performed by the City)

Assumed siltation rate of 2' per year

$(487,500\text{yd})\left(\frac{2}{3}\right)=325,000\text{yd}^3$

$(325,000)(\$2.25)=\$731,250/\text{yr.}$

OPTION 2:

Initial Dredging

Area: $187,500\text{yd}^2$

Average cut to -43'=5'=1.66 yds

Initial volume = $(187,500)(1.66)=311,250\text{yd}^3$

Initial cost: $(311,250)(2.25)=\$700,312$

(City will perform this dredging)

Annual Dredging (To be performed by the City)

Assumed siltation rate of 2' per year

$(187,500\text{yd})\left(\frac{2}{3}\right)=125,000\text{yd}^3$

Annual cost: $(124,875)(2.25)=\$281,000$

OPTION 3:

Area: 450,000yd²

Average cut: (to 43')=7'=2.3 yds

Initial volume = (450,000)(2.3)=1,035,000yd³

Initial cost: (1,035,000)(2.25)=\$2,328,750
(City will perform \$1 million of this dredging)

Annual Dredging (To be performed by the City)

Assumed siltation rate of 2' per year
 $(450,000)(\frac{2}{3})=300,000\text{yd}^3$

Annual cost: (300,000)(2.25)=\$675,000/yr.

707000



C. Street Improvements: The specific street improvements proposed are as follows:

- 1) Hunters Point Boulevard Improvements: Resurfacing the street, curb to curb, from Jennings Street to Innes Avenue to improve rideability; and planting trees (50) at about 30-foot intervals in the sidewalk area along the north (or east) side of the street. No improvements are proposed along the south side of the street which is the base of a hill. The improvements are estimated to cost \$138,000.
- 2) Innes Avenue Improvements: Resurfacing the street between Hunters Point Boulevard and the Main Gate to the shipyard; constructing curbing along both sides of the roadway where none now exist; constructing sidewalk along the north side of the street between the Main Gate and Hunters Point Boulevard; and planting trees (100) in the sidewalk area along the north side of the street. The improvements are estimated to cost \$387,000 (Unaccepted city street for maintenance purposes, funding subject to using Community Development Block Grant funds.)
- 3) Develop routing through industrial streets to the south to US 101: constructing Griffith Street (pavement and curbs) between Shafter and Thomas Avenues; constructing one-half block of Thomas Avenue (pavement and curbs) between Griffith and Hawes Streets; partial resurfacing of Carroll Avenue between Ingalls and Third Street; pavement markings and route signing from Crisp Avenue Gate to and from US 101 along Griffith Street, Thomas Avenue, Ingalls Street, Carroll Avenue and Third Street. The improvements are estimated to cost \$500,000.

D. Utility Connection Charges: Because all utilities exist at Hunters Point, there will be few utility connection charges. Water, electricity and natural gas are in place and add-ons and relocations will not entail "hook up" charges.

There may be some charges for additions to the existing sewer services. If sewer lines are added, it will be necessary for the San Francisco Clean Water Program, Department of Public Works to have personnel present when connections to the main sewer line are made. Clean Water will charge the Navy (or its contractors) on a man/hour basis. It is anticipated that the cost will not exceed \$1,000.

There will be installation charges for telephone services, but that is negotiable between AT&T, Pacific Bell and any other communication company selected by the Navy.

E. Schools: The San Francisco Unified School District is prepared to provide an enriched and challenging educational experience for all students. The system includes 25 senior high schools, 17 middle schools, and 73 elementary schools. Seventeen alternative and magnet schools have been established in the last decade. These new programs have contributed to the continued growth of San Francisco public schools' student population, while most other urban districts have experienced a decline in enrollment.

San Francisco Unified School District is in a unique position to have many of its schools recognized as offering instructional programs which produce students who out-test many other schools Statewide. The California Assessment Program (CAP) is a testing/assessment effort mandated by the State Legislature to measure the degree to which each school and school district mastered the State-mandated curriculum. The test results from this program are offered as one indicator of "academic excellence" in the San Francisco Unified School District.

The CAP tests are standardized achievement tests given in the area of reading, written language, math and spelling (12th grade only). Three grade levels are tested, 3rd, 6th and 12th respectively. Each grade level result is used as an indicator of the strength of an entire school's program, that is, third or elementary school (K-5), 6th for middle school (6-8), and 12th for high school (9-12). This can be done because each content area score for most schools consistently ranks the same across all schools in the district.

Twenty-four (34.7%) of San Francisco Unified School District's elementary schools scored in the top 10% in either reading, written language, or math. Two middle and one high school also had scores above the 90th percentile. The following is a table which sets forth test scores for all schools.

CALIFORNIA ASSESSMENT PROGRAM
ELEMENTARY SCALE SCORES

GRADE 3

SCHOOLS	READING	WRITTEN LANGUAGE	MATHEMATICS
	1982-83	1982-83	1982-83
** Alamo	358*	346*	367*
Alvarado	241*	248*	256*
** Argonne (a)	343*	329*	336*
Bessie Carmichael	203	217*	238*
** Bret Harte	271*	336*	283*
Bryant	222	209	213
** Buena Vista Annex	342*	339*	381*
Cabrillo	268*	265	291*
** Claire Lilienthal (a)	338*	339*	352*
Clarendon	299*	324*	374*
Cleveland	266*	250*	274*
** Commodore Sloat	343*	344*	352*
Commodore Stockton	277*	259*	314*
Daniel Webster	203	224	226
Dr. Charles Drew	201	224	204
** Dr. William L. Cobb	309*	326*	326*
** Douglas (a)	384*	349*	387*
Edison	214	234	255*
E. R. Taylor	217	242	243
El Dorado	252*	278*	270*
Fairmount	233	228	240
Francis Scott Key	300*	278	321*
Frank McCoppin	283*	303*	353*

*Test Score above CSB (Comparison Score Bands)

** Test Scores in Top 10% of Schools State-Wide -X-

(a) Alternative School

CALIFORNIA ASSESSMENT PROGRAM
ELEMENTARY SCALE SCORES

GRADE 3

SCHOOLS	READING	WRITTEN LANGUAGE	MATHEMATICS
	1982-83	1982-83	1982-83
Garfield	292*	289*	321*
George Moscone	269*	246	281*
George Peabody	292*	286*	298*
George W. Carver	245*	242*	255*
Glen Park	267	250	262
Golden Gate	175	197	242
Grattan	297	275	291
Guadalupe	277*	248*	296*
Hancock/Cooper	225*	253*	263*
Hawthorne	227*	226*	258*
Hillcrest	285*	266	276
Jean Parker	258*	277*	322*
** Jefferson	361*	339*	357*
** John Muir	291*	312*	367*
** John Swett (a)	309*	343*	327*
Junipero Serra	215	202	247
Lafayette	224	220	272*
** Lakeshore (a)	379*	319*	357*
** Lawton (a)	335*	357*	369*
Leonard R. Flynn	270*	271*	306*
** Longfellow	301*	310*	348*
Marshall	305*	298*	291*
McKinley	209	187	221

*Test Score above CSB (Comparison Score Bands)

**Test Scores in Top 10% of Schools State-Wide

(a)Alternative School

CALIFORNIA ASSESSMENT PROGRAM
ELEMENTARY SCALE SCORES

GRADE 3

SCHOOLS	READING	WRITTEN LANGUAGE	MATHEMATICS
	1982-83	1982-83	1982-83
** Miraloma	318*	315*	334*
** Monroe	331*	287*	321*
New Traditions	303	262	278
** Jose Ortega	313*	401*	407*
Paul Revere	226	239	239
R. L. Stevenson	252	249	275
Raphael Weill	223*	242*	278*
Redding	237*	235*	277*
** Rooftop (a)	301	293	355*
Sanchez	209	221	236
S. F. Community	252	246	249
Sheridan	292*	288*	295*
** Sherman	339*	297*	363*
Sir Francis Drake	194	234	241*
** Spring Valley	295*	308*	384*
Starr King	187	184	186
Sunnyside	290	300*	312*
** Sutro	329*	297*	348*
** Treasure Island	340*	354*	373*
Ulloa	267*	260	303*
Visitacion Valley	236	256*	270*
West Portal	313*	277	312*
William DeAvila	286*	262*	256*
SFUSD	277	277	302

*Test Score above CSB (Comparison Score Bands)

**Test Scores in Top 10% of Schools State-wide

(a) Alternative School

CALIFORNIA ASSESSMENT PROGRAM
MIDDLE SCHOOL SCALE SCORES

GRADE 6

SCHOOLS	READING	WRITTEN LANGUAGE	MATHEMATICS
	1982-83	1982-83	1982-83
A. P. Giannini	244	251	285*
Aptos	259	260	263
Benjamin Franklin	216*	224*	224
Everett	211	221	217
Francisco	183*	209*	247*
** Herbert Hoover	303*	297	318*
Horace Mann	178	200	189
James Denman	240	250*	273*
James Lick	189	213	206
Lawton	293*	295*	301*
Luther Burbank	211*	223*	216
Marina	238	240	257
Pelton	227	232	238
Potrero Hill	190	202	205
** Presidio	310*	287*	314*
Roosevelt	258*	247	259
S. F. Community	268	255	245
Visitation Valley	209	213	218
SFUSD	236	241	253

*Test Score above CSB (Comparison Score Bands)

**Test Scores in Top 10% of Schools State-Wide

(a, Alternative School

CALIFORNIA ASSESSMENT PROGRAM
HIGH SCHOOL SCALE SCORES

GRADE 12

	READING	WRITTEN EXPRESSION	SPELLING	MATHEMATICS
HIGH SCHOOLS	1982-83	1982-83	1982-83	1982-83
Abraham Lincoln	56.1	58.6	69.3	66.3
Balboa	50.1	53.1	68.2*	59.1
Galileo	56.0	56.9*	70.1*	67.2*
George Washington	57.6	59.8	70.9*	72.1*
J. Eugene McAteer	56.4	57.5	67.9	61.0
John O'Connell	54.9	49.4	61.2	59.0
Lowell (a)	74.5*	77.4*	81.6*	86.4*
Mission	48.1	51.9	68.1*	62.5*
Woodrow Wilson	52.3	52.9	69.5*	62.2
SFUSD	59.8	61.9	72.4	70.7

*Test Score above CSB (Comparison Score Bands)

**Test Scores in Top 10% of Schools State-Wide

(a)Alternative School

The racial breakdown of the City's schools is as follows:

Spanish	16.9%
Other White	16.9%
Black	23.3%
Chinese	19.7%
Japanese	1.2%
Korean	1.0%
American Indian	10.0%
Filipino	13.3%
Other Non-white	12.0%

The racial breakdown for schools located in the Bayview-Hunters Point area is as follows:

Spanish	16.9%
Other White	9.5%
Black	46.0%
Chinese	3.2%
Japanese	.3%
Korean	.2%
American Indian	2.5%
Filipino	7.5%
Other Non-white	13.8%

Recognizing the District's need to respond to each student's academic needs, the Board of Education provides special programs and support services on a districtwide basis. The result is a high quality academic experience for all students. Recent changes in the academic program at a number of Hunters Point Schools were described in the City's proposal of September 13. In addition, Bret Hart Elementary School has been "adopted" by Mr. Randolph Hearst who has contributed \$300,000 to create a five-year academic enrichment program, which includes teacher training and computer purchases.

If San Francisco becomes the home port for Surface Action Group, the San Francisco Unified School District is prepared to work cooperatively with City and Navy officials. The District will provide additional alternative programs if the number of school-age children belonging to the ship's personnel is sufficient.

F. Housing Construction: There will be little or no economy of scale if 3,000 units of housing are built as compared to 1,500 units. Economy of scale is found if hundreds rather than tens of units are built. But a development of 1,500 units already costed-out at a rate that includes economies of scale that would not increase appreciably by an increase in units.

G. Housing Market Analysis:

The following charts indicate the availability of housing in six Bay Area counties. Though the charts show a total of 3,010 units, the actual number of available units is probably twice this number because this only reflects advertised units and not those listed with real estate firms or rental locator services.

The charts indicate the number of units advertised for rent in five size categories, on a typical day in September 1984, the average rent and the range of rents. If no range is listed, only one unit of that size was advertised for rent.

Bay Area wide, 3,010 units were advertised for rent.

Additional rental housing is under construction in the six Bay Area counties. As of last month, the Bay Area Council reported the following new construction starts in rental housing.

Alameda County	1,621 units
Contra Costa	2,304 "
Marin	100 "
Napa	52 "
San Francisco	202 "
Santa Clara	227 "
	<u>4,506 units</u>

In addition to construction now underway, 70% of the following proposed projects have been approved and are involved in the permit process:

Alameda County (Fremont, Livermore, Pleasanton)	3,577 units
Contra Costa (Concord, San Ramon, Walnut Creek)	3,161 "
Marin (San Rafael)	144 "
Napa (Napa)	66 "
San Francisco	266 "
Santa Clara (Palo Alto, Santa Clara)	<u>1,155 "</u>
	8,369 units

ALAMEDA COUNTY

COUNTY

HOMES

	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR +</u>	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>
Number of Units	35	130	115	55	5	5	15	30	40	5
Average Rent	\$286	\$418	\$562	\$644	\$1800	\$325	\$442	\$634	\$669	\$1800
Rent Range	\$245-350	\$235-750	\$360-800	\$525-850	\$ —	\$ —	\$325-550	\$525-800	\$525-850	\$ —
	TOTAL UNITS: <u>340</u>					TOTAL HOMES: <u>95</u>				
	AVERAGE RENT: <u>\$512</u>					AVERAGE RENT: <u>\$663</u>				

APARTMENTS

CONDOMINIUMS

	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>
Number of Units	30	115	75	15	0	0	0	10	0	0
Average Rent	\$280	\$415	\$516	\$578	\$ —	\$ —	\$ —	\$687	\$ —	\$ —
Rent Range	\$245-350	\$235-750	\$360-675	\$510-675	\$ —	\$ —	\$ —	\$575-800	\$ —	\$ —
	TOTAL APARTMENTS: <u>235</u>					TOTAL CONDOS: <u>10</u>				
	AVERAGE RENT: <u>\$441</u>					AVERAGE RENT: <u>\$687</u>				

SAN FRANCISCO COUNTY

COUNTY

HOMES

	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR +</u>	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>
Number of Units	100	170	185	60	5	5	5	25	25	0
Average Rent	\$440	\$646	\$805	\$1115	\$600	\$400	\$1800	\$782	\$1095	\$ —
Rent Range	\$325-695	\$300-1300	\$400-1500	\$750-1300	—	—	—	\$675-900	\$950-1300	—
	TOTAL UNITS: <u>520</u>					TOTAL HOMES: <u>60</u>				
	AVERAGE RENT: <u>\$704</u>					AVERAGE RENT: <u>\$965</u>				

APARTMENTS

CONDOMINIUMS

	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>
Number of Units	120	165	160	35	5	0	0	0	0	0
Average Rent	\$441	\$611	\$809	\$1129	\$600	\$ —	—	—	—	—
Rent Range	\$325-695	\$300-1300	\$400-1500	\$750-1500						
	TOTAL APARTMENTS: <u>485</u>					TOTAL CONDOS: <u>00</u>				
	AVERAGE RENT: <u>\$671</u>					AVERAGE RENT: <u>\$—</u>				

SAN MATEO COUNTY

COUNTY

HOMES

	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR +</u>	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>
Number of Units	20	45	110	80	20	5	15	25	55	20
Average Rent	\$449	\$539	\$780	\$967	\$1887	\$425	\$570	\$800	\$914	\$1887
Rent Range	\$350-525	\$415-785	\$525-1200	\$750-1385	\$1300-3000	—	\$415-785	\$650-850	\$750-1200	\$1300-3000
	TOTAL UNITS: <u>275</u>					TOTAL HOMES: <u>120</u>				
	AVERAGE RENT: <u>\$851</u>					AVERAGE RENT: <u>\$989</u>				

APARTMENTS

CONDOMINIUMS

	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>
Number of Units	15	30	50	10	0	0	0	35	15	0
Average Rent	\$457	\$523	\$717	\$817	\$ —	\$ —	—	\$856	\$1262	—
Rent Range	\$350-525	\$475-575	\$525-1150	\$750-885	—	\$ —	—	\$725-1200	\$1100-1385	
	TOTAL APARTMENTS: <u>105</u>					TOTAL CONDOS: <u>50</u>				
	AVERAGE RENT: <u>\$634</u>					AVERAGE RENT: <u>\$977</u>				

CONTRA COSTA COUNTY

COUNTY

HOMES

	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR +</u>	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>
Number of Units	5	80	135	105	20	0	10	0	75	20
Average Rent	\$490	\$455	\$634	\$819	\$1075	\$ —	\$437	—	\$874	\$1075
Rent Range		\$320-535	\$425-1100	\$395-1200	\$1100-1200		\$400-475		\$575-1200	\$1100-1200
	TOTAL UNITS: <u>345</u>					TOTAL HOMES: <u>105</u>				
	AVERAGE RENT: <u>\$672</u>					AVERAGE RENT: <u>\$871</u>				

APARTMENTS

CONDOMINIUMS

	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>
Number of Units	5	65	85	15	0	0	5	50	15	0
Average Rent	\$490	\$453	\$565	\$615	—	\$ —	\$514	\$751	\$750	—
Rent Range		\$320-535	\$425-800	\$395-750				\$525-1100	\$750-850	
	TOTAL APARTMENTS: <u>170</u>					TOTAL CONDOS: <u>70</u>				
	AVERAGE RENT: <u>\$524</u>					AVERAGE RENT: <u>\$734</u>				

SANTA CLARA COUNTY

COUNTY

HOMES

	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR +</u>	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>
Number of Units	55	185	430	340	135	30	35	190	310	135
Average Rent	\$465	\$517	\$688	\$855	\$1085	\$492	\$424	\$646	\$843	\$1085
Rent Range	\$315-550	\$350-885	\$425-1250	\$550-1550	\$715-2500	\$450-550	\$350-600	\$425-900	\$550-1250	\$715-2500
	TOTAL UNITS: <u>1145</u>					TOTAL HOMES: <u>700</u>				
	AVERAGE RENT: <u>\$748</u>					AVERAGE RENT: <u>\$800</u>				

APARTMENTS

CONDOMINIUMS

	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>
Number of Units	25	150	170	20	0	0	0	70	10	0
Average Rent	\$434	\$540	\$660	\$762	\$ —	\$ —	—	\$863	\$1400	—
Rent Range	\$315-545	\$350-885	\$495-845	\$750-775	—	\$ —	—	\$665-1250	\$1250-1550	
	TOTAL APARTMENTS: <u>365</u>					TOTAL CONDOS: <u>80</u>				
	AVERAGE RENT: <u>\$600</u>					AVERAGE RENT: <u>\$930</u>				

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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MARIN COUNTY

COUNTY

HOMES

	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR +</u>	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>
Number of Units	10	95	115	110	30	0	15	50	70	30
Average Rent	\$500	\$590	\$878	\$1110	\$1875	\$ —	\$675	\$951	\$1264	\$1875
Rent Range	\$450-550	\$400-950	\$475-1500	\$750-2200	\$950-3000	\$ —	\$450-950	\$525-1500	\$800-2200	\$950-3000
	TOTAL UNITS: <u>360</u>					TOTAL HOMES: <u>165</u>				
	AVERAGE RENT: <u>\$974</u>					AVERAGE RENT: <u>\$1227</u>				

APARTMENTS

CONDOMINIUMS

	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>	<u>Stu.</u>	<u>1BR</u>	<u>2BR</u>	<u>3BR</u>	<u>4BR+</u>
Number of Units	10	70	45	5	0	0	10	20	35	0
Average Rent	\$500	\$546	\$688	\$700	\$ —	\$ —	\$775	\$1125	\$861	—
Rent Range	\$450-550	\$400-875	\$475-1000	—	—	\$ —	\$725-825	\$600-1500	\$750-1300	
	TOTAL APARTMENTS: <u>130</u>					TOTAL CONDOS: <u>65</u>				
	AVERAGE RENT: <u>\$597</u>					AVERAGE RENT: <u>\$929</u>				



C124891592

Date		Time		Location		Remarks	
1970	10/10	10:00	10:30	Field	1000'	1000'	1000'
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1970	10/10	11:00	11:30	Field	1000'	1000'	1000'
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1970	10/10	23:30	24:00	Field	1000'	1000'	1000'